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№ 4

SOUTHERN ATLANTIC STATES AND WASHINGTON·D·C·

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FORGO GUIDES

SEE AMERICA

==== No. 4 =====

SOUTHERN ATLANTIC STATES AND WASHINGTON, D. C.

By

Dr. WILLIAM FORGO

=====
Price 40 Cents

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The Forgo See America Guides are issued in response to a desire generally expressed by tourists and travellers in this country for concise, reliable and unbiased information regarding the most interesting and widely travelled sections of the United States. With the exception of "Baedeker's America," a voluminous work published in Germany twelve years ago, selling at four dollars and a half, and now quite out of date, and countless folders and pamphlets issued by hotels and resorts, by railroads, steamship and development companies, there are absolutely no guide books to the United States either as a whole or to its most interesting sections separately.

The Forgo Guides will cover every section of the country. The first issues are devoted to the several States (see back cover.) Guides for specific sections and localities of unusual interest, for Cities, Summer and Winter Resorts, Tours etc. will follow.

The Forgo Guides are the personal work of Dr. William Forgo, a travel and guide expert with many years experience abroad and in this country. The books will carry no advertising which might in any way bear upon the text, nor are the facts contained in them influenced by business relations.

The Forgo See America Guides are on sale at newsdealers and the best bookstores everywhere in the United States; prices twenty-five to fifty cents per copy, or by mail of the publisher.

ROBERT McBRIDE & CO.

31 Union Square North

New York

To Number Four!

The following paragraph from a letter which we received the other day might do as foreword to No. 4 of the FORGO GUIDES: SEE AMERICA:

Office of Thos. Cook & Son
Traffic Manager 245 Broadway, New York
in America August 24, 1915.

Dr. William Forgo,
Brooklyn.

Dear Sir:

.....The guides that you have so far issued appear to be very concise and handy in size and we have no doubt, will prove very popular in this country, as there has always been quite a demand for guide books of a local character and less expensive than the larger copies comprising the whole of the United States. We consider that this demand is likely to materially increase with the awakened interest in "Seeing America."

THOS. COOK & SON,

J. I. Young,
Traffic Manager.

H. 25
T. A. 005, 27/11/15.

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Many Illustrations

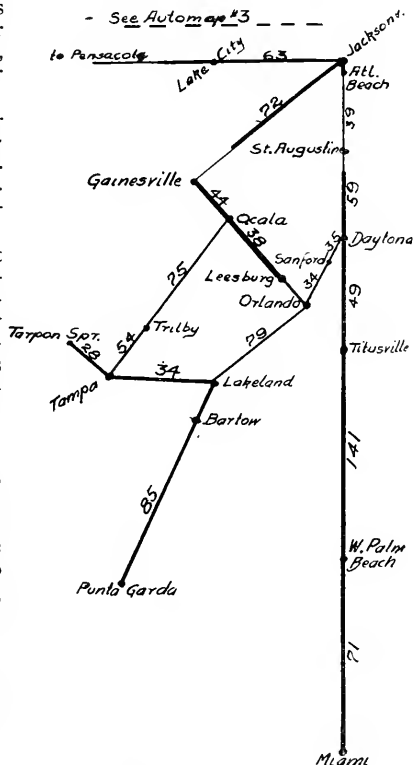
Explanation of Signs

A * means specially recommended. We abolish the * in recommending hotels because all hotels mentioned in this book, whatever their rates are, give you your money's worth.

E. pl.—European plan. A. pl.—American plan. B.—Breakfast. L.—Lunch. D.—Dinner.

Our maps don't claim any geographic exactness, they merely show the direction of the roads and the approximate distances from one place to the other. Some distances are not marked because we have not received the figures in time to be used in this issue.

Note at the auto maps that the heavy faced lines mean excellent auto roads, whereas thinner lines are drawn for auto roads which can be used, but which are not, or not at all times, in first class shape.



AUTO MAP NO. 1

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Southern Atlantic States

and

Washington, D. C.

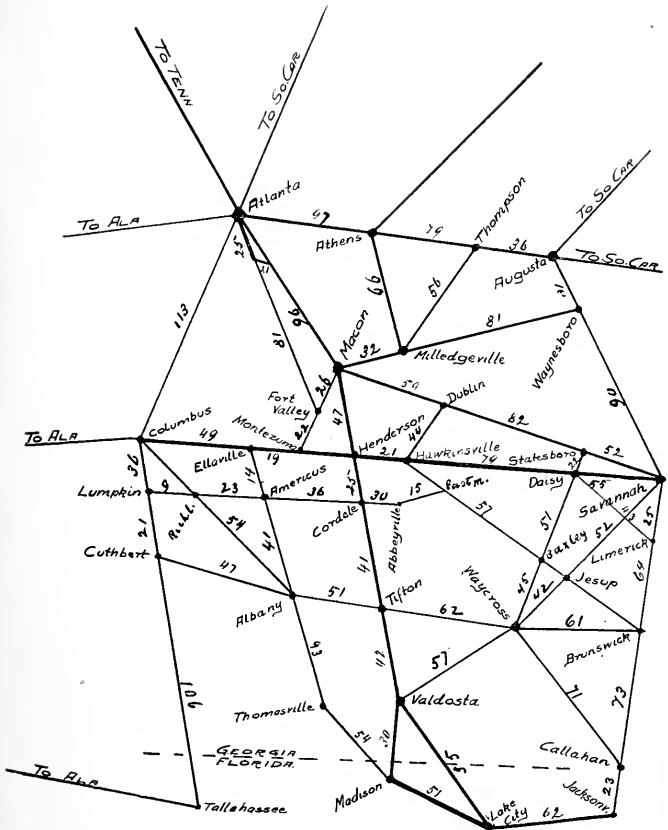
Tourists visiting the South for the first time will be surprised by the conditions, which in many respects differ widely from conditions in the North. Except in some larger cities the "Hustling" so common in the North is hardly ever experienced in the South. Egotism is less in the Southern character and hospitality is here the rule. Manners are more polite, the language more pure, society more quiet. One feels homelike among Southerners and the healthseeker will hardly ever grow impatient, as he often does in the Northern resorts. That counts for the growing success of the winter resorts. Even colored people are more dignified in their manners as Northerners experience it at home, and accordingly the service all over is better. The segregation of the two races, however, is more strict as in the Northern States, this is specially so in public places and in cars. In trains, the colored have separate cars and in all street cars the two rear benches are reserved for them. Tourists who are in the South for the first time are cautioned not to use the seats reserved for the colored people, for in justice to the latter, whites are not allowed to seat there, even when the other places are all taken. This, however, is not so in Washington.

In the great Capital the colored seem in the great majority and some consider them the worst types of their race in all the country. We found them in most cases more overbearing than they are in all other states.

Much is to be seen in Washington, and many of the tourists bring recommendations to the Congressmen of their districts, or if possible to Senators, and so get privileges in sightseeing. Office-holders dominate in this city, rather than wealthy people. As a rule, such recommendations are respected and helpful.

Washington is the gateway to the South. One should buy his ticket to the Capital only, for from here one gets on several fixed dates and on special occasions cheaper round-trip tickets as from northern places. Here also begins the cheaper mileage book, which costs \$20 for 1000 miles and is good on all Southern railroads, whereas the mileage book used, for instance, from New York or Boston or Philadelphia to Washington costs \$25 for 1000 miles, with \$2.50 refunded after the book is used up.

Washington has many interesting sights, fine buildings, remarkable statues and memorials, but proportionately not as many historical spots. When Washington became the Capital, the fight for the Independence of the United States was over. When we leave Washington for the South, we move into the cradle of the country. Virginia, North and South Carolina, Georgia were four of the original thirteen States. Florida, however, was bought from the Spaniards in October, 1820, for five million dollars. Florida also was part of the stage on which history enacted its great drama of the birth of the United States. Ponce de Leon, in 1512 took possession of this southernmost country of the North American Continent in the name of the Spanish government and because he landed on Palm Sunday (*pascua florida*), he named the country Florida. The Spanish did not much enjoy their new possession. The Indians gave them hard fights and when finally a time of peace seemed to come, when the French Huguenots settled here, to avoid the persecutions of the Catholics, Philip II. chased them out and Francis Drake (1586) drove the Spanish away and St. Augustine became the Capital of the then English colonies, only to lose their rights again to the French, who in 1696 settled down in great numbers in Pensacola. Then Florida became again Spanish and in 1763 again English and after prolonged warfare, Spain was again in 1780 the recognized proprietor of the same country until it was sold to the United States, of which it became a State in 1845.

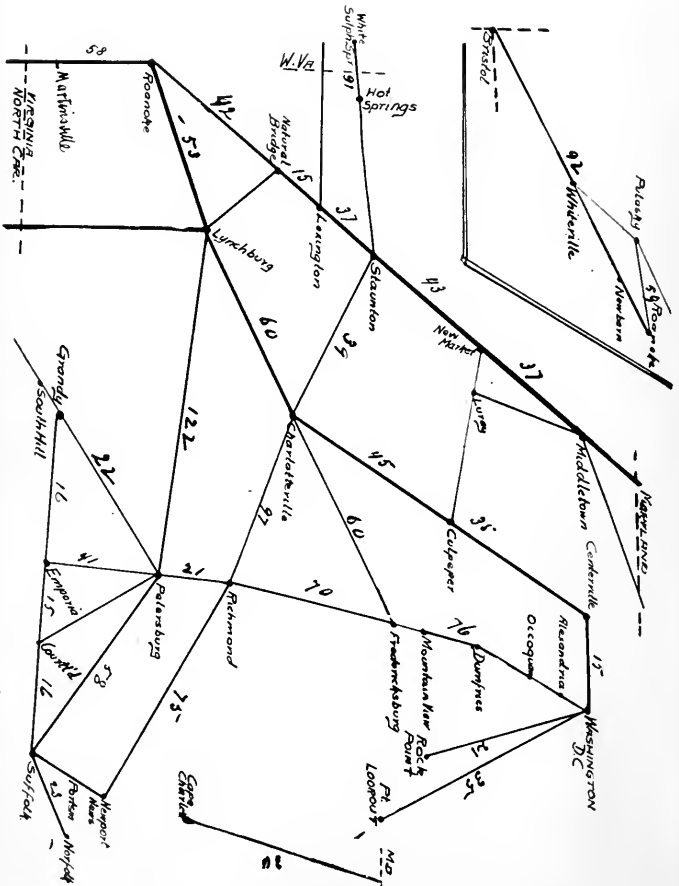


AUTO MAP NO 2.

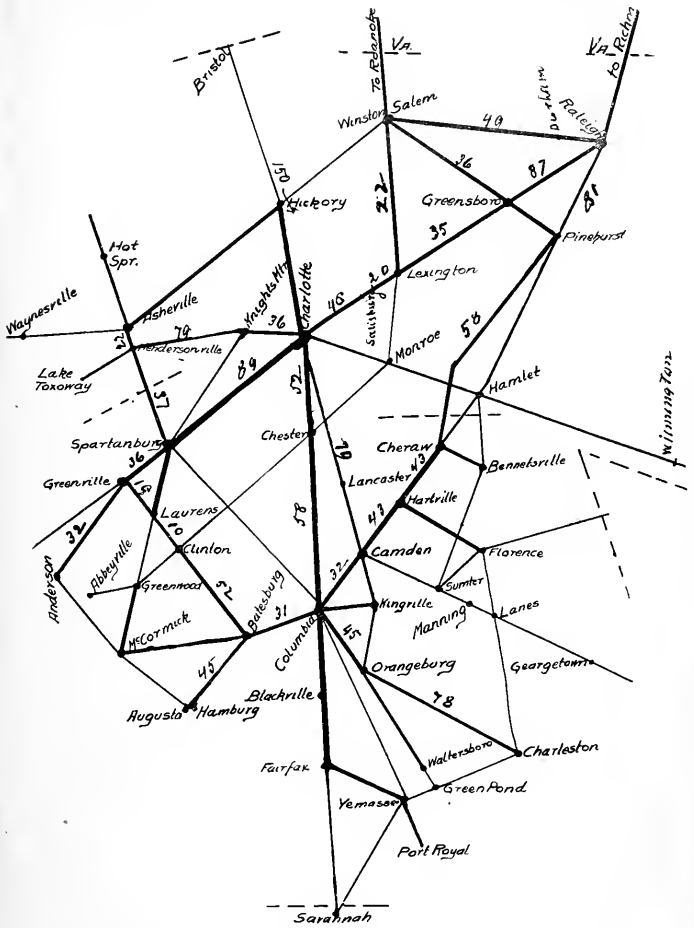
Georgia's history is about the same as that of the other three States, for which this book will be a guide. It differs from them somewhat in the fact only that Georgia became settled much later. In 1732 it was a wilderness. In the same year James Edward Oglethorpe came here and in 1733 he succeeded in getting from George II, after whom the State was named, authority to form a colony which later on was a refuge for the prosecuted from England, who had to leave the motherland on account of debts, or who were destitutes and needy. At the outbreak of the Revo-

lution, Georgia was the last to join the war. In 1778 Georgia ratified the Articles of Confederation and became a member of the new Republic, of which Virginia and both the Carolinas were a part already. It was one of the first to secede in 1861, when the North abolished slavery and not before 1869 it was again admitted to the Union. South Carolina preceded Georgia in the secession within two months.

Both Carolinas were colonized by the French in 1562, when all efforts of Spain to have settlers come and stay in that country had been given up. It was



AUTO MAP NO. 3



AUTO MAP NO. 4.

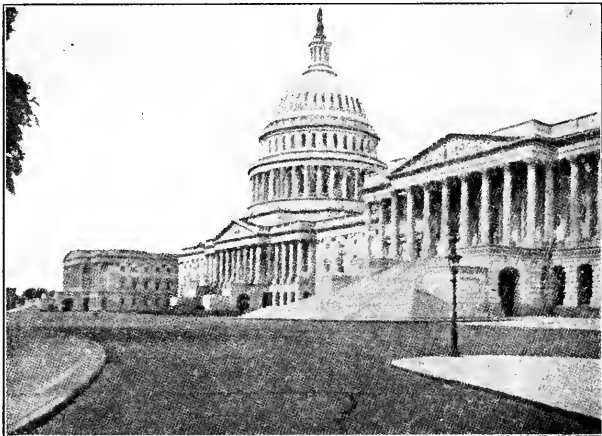
named after King Charles IX. They, however, did not stay long either and Sir Walter Raleigh tried then to bring English settlers over in 1585. He did not succeed. In 1662 Charles II. gave a grant to Lord Clarendon and seven other aristocrats and from that time the country flourished. Albemarle was their Capital and in 1729 the settlers were rich enough to buy their independence from England in paying 17,500 pound sterling for their release. At that time the settlers divided the country in South and North Caro-

lina and both joined the revolutionary movement as separate States in 1775. North Carolina followed the sister State into the Southern Confederacy in 1861.

Virginia always was considered as politically the foremost State of the Union. In 1773 this State headed the efforts for independence from England and besides George Washington, Virginia gave seven Presidents to the United States considering that Wilson also is a Virginia man. The first white visitor came here in 1497, Sebastian Cabot. In 1584 Raleigh landed here on the Island Wocokom and when he arrived at the Continent, he named this country in honor of the virgin Queen Elizabeth "Virginia." The efforts to colonize, however, did not meet here with better success than in other places. Capt. John Smith tried the same in 1607 on the St. James River, where he founded Jamestown. At that time Kentucky was a part of the Virginia country, but the two were separate States in 1789, when they accepted the new constitution. Following the secession of the eastern part of Virginia to the Confederacy in 1860 the State was divided in 1862, West Virginia having been in sympathy with the Union.

The five States offer many opportunities to the tourist and to the health-seeker. In the northwestern and part of the western part of the Appalache chain of mountains, east of Tennessee, the Blue Ridge, Iron Mountains, the Alleghenies separating both Virginias, even the western foothills of Georgia rise to heights of 2,500 to 4,000 feet. Florida is low and flat, but the western part is quite hilly. The southern part is built up of successive coral dikes, extensive swamps: the Everglades, cover it inland and to the east. Many of the swamps are so densely overgrown that they are considered impassable. The east side of all five States have some fine beaches on the Atlantic Coast, but shallow waters reach far into inland, about 60 to 120 miles, and malaria is not uncommon. The resorts, however, are healthy and visitors from the north and northwest enjoy their stays in winter, whereas visitors from the south feel very contended to have their summer vacations in the same places. Florida is famous for its springs. Hunters will find big game and small game. Fishing is a sport much cultivated. In the western part of all the northwestern part of the South Atlantic States are many wonderful mountain resorts

for summer sojourns. In the southeast are some winter resorts with world-wide reputation for gaiety and social doings and soft climate, in general one can find in either part all year resorts.



THE CAPITOL

Washington, D. C.

Twenty-four cities were striving for the honor to become the capital of the United States after the Revolution ended. During the fight for independence the seat of government changed from New York to Baltimore, Trenton, Philadelphia, etc. Then the District of Columbia was created, and the 100 square miles for it, were given by the States of Maryland and Virginia. In 1846 the latter state reclaimed its part, and the district is now 65 square miles only. When the site of the capital proper, on the eastern bank of the P o t o m a c R i v e r became the selection of Congress in 1790 Pierre C. L'Enfant, by order of George Washington laid out the plan for this future capital and on April, 1791, the cornerstone was laid. In 1800 the government was transferred to the new capital from Philadelphia. The then 54 clerks, employed by the government moved over and the capital was established. The city now covers 14 miles in circumference.



VIEW ACROSS THE RIVER TOWARD THE BLACK M

Hotels—Near the Union station: Capitol Park, E. p., \$1 up; Continental, E. p., \$1.50 up. In the city: Willard, Shoreham, E. p., \$2.50 up; Raleigh, \$2 up; Ebbit, A. p., \$3 up, E. p., \$1.50; Powhatan, E. p., \$1.50 up; National, A. p., \$2.50 up, E. p., \$1 up; St. James, Harris, E. p., \$1 up).

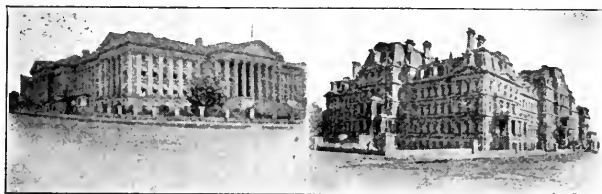
Washington is one of the finest cities of the United States. The wide asphalted thoroughfare streets usually end in parked squares decorated with statues and often lined with palatial public buildings. The spire of the Washington Monument, 555 feet high, can be seen from nearly everywhere in the city.

Street car riding is cheap, six rides for 25c.; the conductors sell these reduced rate tickets. One ride 5c. In other cities the traveller gets his transfer ticket on demand, and uses it on any point marked on the ticket, in Washington the traveller has to say where he wants to continue his trip for the same fare, when he pays his fare. Travellers must be posted about their intended trips before taking the cars and transfers.



AND MT. MITCHELL (NORTH OF SPARTANBURG.)

It is easy to find one's way in Washington. The streets parallel to each other are numbered and are running from north to south, the streets in alphabetical order from east to west. The avenues, named after the different states run across the square blocks in about a forty-five degree angle and radiate mostly from the capitol, others, however, radiate from the Union Depot, and among the latter, the longest of all the avenues, the Massachusetts avenue runs from Rock Creek to the *U. S. Naval Observatory. In some parts of this avenue are Washington's finest dwellings, especially around the Dupont Circle, then along Connecticut avenue, Vermont avenue, Sixteenth street, etc. That the avenues radiate from different points causes their crossing each other and these crossing points, mostly round parked places, are called "circles."



THE TREASURY.

STATE AND NAVY DEPT.

The tourist surely will want to see the public buildings first, in which the business of the great country is managed. This guide naturally, having a wider scope, cannot contain all the interesting buildings, and tourists who want to see more, will have to procure a good local guide book; we, however, intend to name some of the buildings which are the most remarkable ones, and which ought to be seen even by the visitor, who stays in the capital a few days only.

The Capitol. The cornerstone of the main building was laid on Sept. 18th by George Washington. The section upon which the great cupola is built is constructed of Virginia sandstone. The cupola, surmounted by a statue representing Freedom is 300 ft. high. In this part are the Rotunda, the Supreme Court and the Statuary Hall, which latter was formerly the hall in which Congress had its meetings. The half-round hall now contains the statues of two celebrated men of each state. We enter from here into the House of Representatives in Congress, with galleries for about 2,500 visitors. From another door in the Rotunda we enter the Hall of the Supreme Court, which formerly was the Senate chamber, and through a hallway in the Senate Chamber of to-day. *Pictures and statues in all these localities. Adjoining the beautifully kept Capitol grounds are the office buildings of both houses connected by subways with the Capitol, which can be seen every day except Sunday from 9 to 4:30. East of the Capitol the *National Library, which cost over six million dollars, built in the style of renaissance with beautiful frescoes, and friezes. Open for visitors on week-days from 9 A. M. to 10 P. M., and Sundays from 2 P. M. to 10 P. M. Pennsylvania Avenue leads from the Capitol to the White House.

One of the best and most elaborately built palaces is the building of the *Pan-American Union, also on Seventeenth and B Streets, ornamented by remarkably fine frescos, paintings and statues. The patio (inside yard) is of exceptional beauty with its fountains. The entrances deserve special attention.

On the other side of the White House the United States Treasury (9 to 2; office: 10 to 12 and 1 to 2), splendid building erected in pure Greek style. Inter-

where most of the main trolley lines concentrate. A splendid building erected in pure Greek style. Interesting in the second story the Secret Service Division with a collection of false coins and photos of their makers. The State, War and Navy Building is one of the sights; the *Model room contains the models of all the battleships in the United States Navy.

There is still more to be seen in the line of buildings: Post Office, Municipal Building, Patent Office, Government Printing Office, Weather Bureau, Soldiers' Home, Bureau of Engraving and Printing, where the National Paper Currency is manufactured; etc.

Among the many monuments we mention the *Marshall Memorial, the *Peace monument, the Garfield monument around the Capitol; the *Columbus monument, opposite the Union station, the station itself is the finest railroad building in the United States.; *Franklin monument, monument of Hancock, on Pennsylvania Avenue, on which are more statues erected of more or less value; monuments at the Lafayette Square.



PATIO IN THE PAN-AMERICAN BLDG.

Cars and subsequently rigs to *Mt. Vernon, the home of George Washington; to Alexandria (see route 1); to *Fort Meyer, to the *National Military Cemetery of Arlington, etc.

Mount Vernon was inherited by George Washington from his brother, and with all the surrounding country it was bought by the Mt. Vernon Ladies Society as a memorial to the Father of the Country. It can be reached also by boat. Here are buried George Washington and his wife; the sarcophags can be seen through an iron door. Some of the old trees in the garden were planted by Washington himself. The house, open to inspection, contains furniture used by him and other articles of personal use.

On the other side of the Potomac begins what is commonly called the South. Many railroad lines lead into the southern states. The steamers south to the Chesapeake Bay are preferred by tourists, who have the time to spare, and they then usually are satisfied to have selected the river trip, with the interesting river scenery.



ROUTE NO. 1

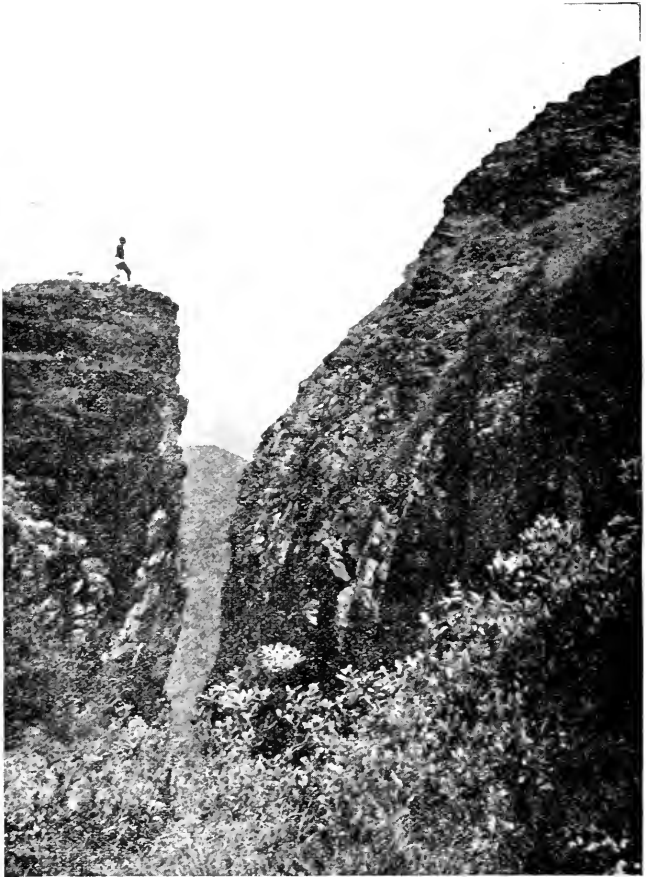
From Washington, D. C. to Atlanta (649 m.)

By Southern Railway from the Union Station over the Potomac River to Alexandria (8 m.). Convenient excursion place from Washington. In the old church the pew is shown in which George Washington used to say his prayers. In southwesterly direction to Manassas (34 m.) with a monument to the right, commemorating two great battles during the secessions war. In the first one, the Battle of Bull Run, June 21st, 1861, the "Gray," under McDowell suffered defeat at the hands of Beauregard, in the second one (29th and 30th of August, 1862) Pope was vanquished by General Lee.

From Manassas west over Marshall (24 m.) to Happy Creek (48 m.) and to Front Royal (51 m.) at the opening of the splendid Shenandoah Valley, where the both branches of the beautiful Shenandoah River meet at the base of the Blue Ridge Mts., an attractive section to spend summer vacations. (Afton Inn, A. pl., \$2 up). The branch line continues over Riverton and Waterlick (90 m.) with the famous Waterlick White Sulphur Springs on the foothills of the Blue Ridge Mountains on the Shenandoah River and goes then straight south to Mount Jackson (86 m.), with the Orkney Springs, 2,300 ft. el., with an abundance of mineral waters (Hotel: Orkney Springs, A. pl., \$2 up). Harrisonburg (112 m.) with Massanetta Springs, known for their curative power (Hotels: Massanetta, A. pl., \$3 up; Kavanaugh, A. pl., \$2.50 up; National, A. p., \$2 up).

On the main line we continue to Calverton (48 m.). A short branch line of 9 miles to one of the most charming summer resorts of Virginia to Warrenton (Warren Green Hotel, A. pl., \$2.50) Culpeper (68 m.) a historical point from events in the Civil War. Rapidan (81 m.), where we cross the Rapidan River, whose waters often were reddened by fights around it. Orange (86 m.). (Coleman Hotel, A. pl., \$2.25) a favored summer resort. Charlottesville (114 m.) A typical Virginia city with no marked change in the number of its

inhabitants since about 25 years, which, however, has the distinction that it was the home town of Thomas Jefferson, whose efforts brought it about that the University of Virginia is located here; 21-2 miles from here M o n t i c e l l o where Jefferson was born, and here he is buried. Ch. is also station of the Chesapeake and Ohio Railway, see route No. 4.



SUMMIT OF TABLE ROCK MT. (C. C. & O. RY.).

With the Blue Ridge mountains to the right, continuing the southwesterly direction to L y n c h b u r g (174 m.) on the James River. Hotels: Roby, A. pl, \$2 up, E. pl., \$1.25 up; Carrol, A. pl., \$2.50 up). Sta-

tion also for the N. & W. Ry., see route 4a; Lynchburg is one of the greatest tobacco markets in the country. Several colleges. Over several creeks and rivers to Danville (240 m.) in the centre of a great tobacco producing country.

Joining point of another line of the same road from Norfolk from the east to Stuart in the west, on the eastern slopes of the Alleghenies. On this line east to Jeffress (65 m.). Connection northeast to Richmond and south to Oxford and Henderson (see route No.2), and further south to Durham (see below). A few miles from Jeffress Buffalo Lithia Springs (Hotel open from June to September, A. pl., \$2.50 up) said to be curative in cases of gout, rheumatism, stomach troubles. Over James River Junction (136 m.) to Richmond (207 m.) see route No. 2.

On the mainline we enter the "Old North State," North Carolina. Greensborough (288 m.) great railroad centre, where tracks are running in six different directions and the tourist might get mixed up somehow. It is not advisable to ask any of the employees from the stationmaster to the ticket agents for explanations as to tickets or transfers, they don't know, provided there was no change in the personnel since the writer got his experiences. (Hotels: Guilford, Huffine, Clegg).

Greensboro is a lively industrial and manufacturing town, with several good colleges, among them the agricultural and mechanical college and the Bennett College, both for colored people. Five miles distant the Guilford Battlefield, where, on March 15th, 1780, General Greene was defeated by the British general, Cornwallis.

Branch line from Greensborough south to Winston Salem (28 m.) also endstation of a branch line of the N. & W. from Roanoke (see route No. 4a). Winston Salem (Hotels: Zinzendorf, E. pl., \$1 up; Plaza, A. pl., \$2.50 and up; Frances, \$2.50 and up). In the Piedmont Plateau, prosperous city on the eastern foothills of the Blue Ridge Mts., the main range is 50 miles away. Rural Hall (41 m.). From here by carriage 14 miles to the Vade Mecum Springs (Hotel, \$1.50 up), whose water is much commended by visitors. Elkin (84 m.). A fifteen miles ride to Elk Inn (Hotel, \$2 up), on one of the highest points of the Blue Ridge Mts., (altitude 3,300 ft.) from where a fine *view at a most magnificent landscape with the historic Yadkin Valley, and many mountain streams in which trout fishing is a pleasant and successful sport. Good climate. Nearby Sparta Gap, Stone Mt., Bull Head, Signal Station. Over Roaring River (94 m.) to the end station of the branch line N. Wilkesboro (103 m.). From Rural Hall (see above) northwest over Pinnacle (11 m.) and Pilot Mt. (16 m.) to Mt. Airy (30 m.) and from Rural Hall east

to Greensboro (39 m.) and to S a n f o r d (100 m.) (see route No. 2). Tourists who happen to travel on this branch line on Sundays are cautioned to inquire about connection before hand, because the few trains on that district are even reduced on holidays.

Continuing on the main line to H i g h p o i n t (304 m.) the same caution may be practiced, regarding connections.



GRANDFATHER MT. (STONE FACE).

Short branch line to A s h e b o r o (28 m.), where the Norfolk Southern has an unsufficient service to P i n e h u r s t (see route No. 2). On the N. S. line lies J a c k s o n S p r i n g s with a good hotel. The springs have a good reputation for their curative power.

On the main line again S a l i s b u r y (338 m.). Good connection over a road, which is considered a marvel, to A s h e v i l l e (see route 5) to the west and

east to Misenheimer Springs (19 m.), to Whitney (31 m.) and to Norwood (41 m.). Charlotte (382 m.)

Charlotte (Hotels: Central, A. pl., \$4.50 up; Selwyn, E. pl., \$1.50 up; Stonewall, A. pl., \$3 up; Mecklenburg, E. pl., \$1 up; Clayton, E. pl., \$1 up; Buford, \$1 up). Center of the southern cotton mill industry. George Washington referred to Charlotte once as a "trifling place," but surely he did not want to question the mental capacity of its inhabitants. The first declaration of Independence, called the "Mecklenburg Declaration", Charlotte being the county seat of Mecklenburg, emanated from here in 1775. Charlotte then was the stronghold of the Scotch Puritans, who knew from their British ancestry what they had to suffer. Recommended an excursion on the branch line to Taylorsville (64 m.) a visit or even a stay at Hiddenite (59 m.) with the *White Sulphur Springs (Davis Hotel, \$1 up) in an altitude of 1,100 ft. in the foothills of the Brushy Mts.

In Charlotte a main line of the Southern Railway south to Columbia (109 m.), Savannah (264 m.) and Jesup (321 m.), (see about these cities routes No. 2 and 3). Jesup is a junction point for the main line Atlanta-Brunswick, which with the continuation of our main line, Charlotte-Atlanta forms a great railroad triangle.

From Charlotte direct train to Norfolk by the N. S. R. C. This train is used only by people who have time to spare, its run being very slow, especially so in the first seven hours. The train runs east to Star (60 m.) with branches north to Ashboro (see above) and south to Pinehurst (see route No. 2). Raleigh (156 m.) (see route No. 2) and then to Norfolk (400 m.).

On our main line next Gastonia (404 m.). We enter South Carolina near All Healing Springs. At Kings Mountain we have historical ground before us. On the 7th day of October, 1780, the English suffered here defeat. Blackburg (28 m.); branches northwest to Marion, on the Salisbury-Asheville line and southeast to Rock Hill, on the above-mentioned Charlotte-Jesup line. Cowpens (448 m.), where Washington's army gained a great and important victory over the English on January 17, 1781. Spartanburg (458 m.).

Spartanburg (el. about 800 ft.). (Hotels: Finch, A. pl., \$2.50 up; Jackson, \$2 up), popular mountain, sport and health resort with state Institution for the Deaf, Dumb and Blind. Other notable colleges. Cotton Mills. Iron works. 13 miles by auto to the popular Summer resort Glenn Springs (G. S. Hotel, A. pl., \$2.50 up. (For line to Asheville and Charleston see route No. 6).

An interesting railroad trip is straight north from Spartanburg to Dante and to the very foot of the Mt. Mitchell (see route No. 6) and through the magnificent scenery of the Blue Ridge and Cumber-land mountains, where the Appalachians



LOWER FALL OF LINVILLE RIVER.

reach their climax in altitude. Going north the interesting part begins at Linville Falls (75 m.) with all the wild and spectacular features of the western North Carolina landscape. The Linville River offers fine trout fishing. Next is the station

Mt. Mitchell, but to reach that mountain another station is more convenient (see below). A l t a p a s s (91 m.) is the highest station on the crest of the Blue Ridge mountains, 2,629 feet, (Altapass Inn) and many trips can be made from here. The T o e R i v e r is nearby. About four miles away the *gorge of the



ON THE YONAHLOSSEE ROAD (LINVILLE).

N o l i c h u c k y R i v e r with U n a k a S p r i n g s Tenn., on the northern slope of the B a l d mountains (Hotel). K o n a (104 m.) with a small railroad to M t. M i t c h e l l (see Asheville). At L o s t C o v e (134 m.) we leave North Carolina and we pass the S m o k y mountains to Unaka Springs (137 m.) (see above). At S t. P a u l (235 m.) we are in the

C u m b e r l a n d mountains, from where a branch to W i l d e r (17 m.) and 7 miles more on the main line to D a n t e (242 m.).

On the main line next T a y l o r (481 m.) with C h i c k S p r i n g s, altitude 1,300 feet, only 3-4 miles away, which is beautifully situated in the P i e d m o n t R e g i o n (C. S. Hotel). G r e e n v i l l e (489 m.) (Hotel Imperial, A. pl., \$2.50 up), with branch line to A b b e v i l l e and Alston (see route No. 5).

From Greenville by rail and nine miles ride by hack to C a e s a r s H e a d (el. 4,000 ft.), in the Blue Ridge Mts., a resort with delightful climate. (C. H. Hotel, A. pl., \$2.50 up).

On the main line S e n e c a (529 m.) and after crossing the broad S a v a n n a h river at D e r c o u r t (551 m.) the train enters the State of Georgia, called the "Empire State of the South." T o c c o a (556 m.) with the about 170 feet high T o c c o a F a l l s; from Toccoa branch line to Rayston (31 m.) with Franklin Springs (Hotel) and Elberton (50 m.) M o u n t A i r y (570 m.) is the highest point between New York and Atlanta. (M. A. Hotel) with cool breezes most all the time. *View of the Blue Ridge range with the Y o n a h mountain. C o r n e l i a (571 m.); (Altitude 1,531 feet). (Commercial Hotel, A. pl., \$2.50 up.)

From Cornelia through the S o u t h e r n A p p a l a c h i a n R a n g e (21 m.) T a l l u l a h F a l l s, (el. 1,569 ft.) a well patronized mountain resort; the falls are 400 ft. high. (Hotels: Cliff House, A. pl., \$2.50 up; Maplewood Inn, Glen Brook, Pines, A. pl., \$2 up) 8 miles along the T a l l u l a h R i v e r G o r g e on the same line out C l a r k e s v i l l e (el. 1,363 ft.), the gateway of the beautiful N a c h o o c h e e V a l l e y. M o u n t a i n C i t y (38 m.) on the same line, with much admired Summer homes. Through the *R a b u n G a p (el. 3,200 ft.) to F r a n k l i n (58 m.) on the banks of the little T e n n e s s e e R i v e r (el. 2,200 ft.) the terminus of the line in the heart of the B l u e R i d g e M t s. with a ruggedly picturesque and unusually beautiful scenery, but of the hotels is not much known. They are small affairs. Near the Rabun Gap R a b u n B a l l M t s., 4,817 ft., P i c k e n s N o s e M t., 5,000 ft.

End of the mainline A t l a n t a (649 m.), where the Eastern time changes to Central time, one hour later. (See route No. 6).

ROUTE NO. 2

From Washington, D. C. to Tampa, Fla. (967 m.)

From the Union station over the Long Bridge, with the National Cemetery and the Arlington House to the right, we enter Virginia, the "Old Dominion State" on the right shore of the Potomac River to Alexandria (7 m.). At Quantico (34 m.), the river turns east on its way to Chesapeake Bay, while we continue our way south with historic battlefields on both sides of the tracks. Fredericksburg (54 m.), on the Appahannock River. (Hotel Frederick A. p. \$2.50 up). Around this busy city many battles have been fought, but the city itself saw the most bitter fighting in 1862 when the Confederates, under Lee, drove out the Federals, under Burnside. 11 miles away the battle of Chancellersville took place in May, 1863, in which Stonewall Jackson was mortally wounded, but in which the Federals lost about 17,000 men.

George Washington lived here in his youth and his mother died here in 1789. On Mayres Hill the National Cemetery with 15,000 graves.



On the main line D o s w e l l (92 m.) junction point for C. & O. Ry. A s h l a n d (99 m.) birthplace of Henry Clay. R i c h m o n d (116 m.)



CITY HALL IN RICHMOND.

Richmond (Hotels: Jefferson, E. p., \$1.50 up; Connell; Murphy's, E. p., \$1 up; Richmond, E. p., \$1.50 up; Lexington, A. p., \$2.50 up; Reuger's; Stumpfs, E. p., \$1 up) on the S t . J a m e s R i v e r, situated on seven hills. Richmond is one of the oldest cities in America. It was founded in 1609. F o r t C h a r l e s was built in 1644 against the Indians. In 1779 Richmond became the capital of the State. On account of its selection in 1861 as the Capital of the Confederate States many military expeditions were organized against the city. Remnants of the fortifications which in the time from 1862 to 1865 were often the scenes of bloodiest battles are still to be seen. On the railroad 7 miles out a park and large cemeteries mark the point where the indecisive battle of F a i r O a k s was fought on May 31st, 1862 and again the famous "Seven Days Battle" was fought on the C h i c k a h o m i n y River about a month later, 5 1-2 miles from Richmond. On April 5th, 1865 the then still President of the Confederate States Jefferson Davis had to leave his capital and next day Abraham Lincoln took possession of the city.

Richmond is one of the most interesting cities of the South, but not only on account of historical reminiscences. The history of the city begins in 1737 when some buildings went up on the hill, where the Indian

Chief Powhatan formerly had his wigwam. About half of the city's population is colored. R. being situated on a chain of hills on the north side of the St. James River offers a magnificent view. The residential district contains many luxurious dwellings: In the centre of the city is the **S h o k o e H i l l** its top, parklike, is the Capitol Square with the Capitol. It is surrounded by most of the other public buildings. In the Central hall, crowned by a cupola, are a statue of Washington and a buste of Lafayette by the sculptor Houdon; also a statue of Gen. Fitz Hugh Lee and others. The House of Delegates to the left, contains portraits of Chatham and Jefferson. In 1907 the trial of Aaron Burr for high treason was held here and here also was the first convention of the Confederates in 1861. From the roof *view all over Richmond, the James River, the city of Manchester on the other side of the river and all the nearby battlefields. Worth seeing the residence of Jefferson Davis with many relics, the City Hall, State library, Custom House, fine business buildings. In the *Valentine museum Indian relics. St. John's Church, in which in 1775 the convention was held, in which the Independence was declared after Patrick Henry's words, "Liberty or Death". The chair in which the patriot used to be seated is still there. Monumental Church in memory of the destruction of the Richmond theatre in 1811, when 60 persons, among them the governor, burned to death. Next to it, the Medical College of Virginia. On the end of 29th street Marshall Park on the Libby Hill. From *Gamble's Hill Park fine view. On the western entrance to *Hollywood Cemetery the memorial to the Confederate martyrs.

The city has many monuments, scattered all over the city, some of them really good ones. The Chamber of Commerce has published a good city guide where all of the noteworthy details can be found.

Richmond has some skyscrapers, one of the highest is the First National Bank Bldg., Virginia Railway Bldg., Mutual Bldg., Travelers Insurance Bldg., Chamber of Commerce, etc. Colored people have here their university. Near the Davis monument, the most conspicuous, the Confederate Memorial Institute, popularly called Battle Abbey.

Recommended *the trip by steamer down the James River to Norfolk and Old Point Comfort, along the fortifications, which

were built in the civil war. On the left shore the place where according to old stories, Chief Powhattan saved the life of Capt. Smith, the first English settler; fortification of **D r e w r y B l u f f** to the right, 14 miles out the **D u t c h G a p C a n a l**, **V a r i n a**, where John Rolf and his wife Pocahontas lived; **M a l v e r n H i l l**, to the right the **B e r m u d a H u n d r e d**, where Gen. Grant encircled Gen. Butler's army; **C i t y P o i n t**, on the mouth of the **A p p o m a t o x R i v e r**, Gen. Grant's headquarters in the last year of the Civil War. **F o r t P o w h a t a n** (46 m.) built in the war of 1812. **J a m e s t o w n** (68 m.), the first English settlement in America. Capt. John Smith, mentioned above, laid its foundation in 1607, but nothing is left of that time as the remnants of the tower of the church in which Pocahontas was married. The 300 years anniversary was celebrated at **L a m b e r t ' s P o i n t** in 1907 through an exposition which financially was a great failure. The settlement was burned down in 1676 and shortly after the town was rebuilt a second conflagration destroyed it again and in 1698 the seat of government was moved to Williamsburg. The water since then has made such inroads and Jamestown is now an island. From here to Newport News (see route No. 4).

From Richmond on the main line to **P e t e r s b u r g** (139 m.), jct. point of the N. & W. Ry. (see route No. 4). **A l b e r t a** (177 m.) jet point of the Virginia Ry. At **P a s c h a l** (207 m.) the train enters North Carolina. **N o r l i n a** (214 m.)

Another main line of the same railway, 115 miles from **N o r f o l k**, **P o r t s m o u t h**, **B o y k i n s**, joins this line at this point and continues in the same direction with our train.

Both these main lines proceed to **H e n d e r s o n** (230 m.) (Vance Hotel A. p. \$2.50 up) with short branch lines to **O x f o r d** and **D u r h a m**, with one of the greatest cigarette factories. **R a l e i g h** (274 m.)



Capitol, Raleigh, N. C.

Mecklenburg Court House, Charlotte, N. C.

Raleigh is situated on a plateau almost in the centre of the state, whose capital it is (Hotels: Yarborough, E. p., \$1 up; Bland, E. p., \$1 up; Raleigh, A. p., \$2.50 up; Giersch, E. p., \$1 up; Wright, E. p., \$1 up). The city was founded in 1792 and is growing from year to year. Important buildings, the State Capitol, U. S. Government building, State Institution for the Deaf, Dumb and Blind. St. Mary's College. Shaw University for colored. *Museum with relics in chronological order. Special honors are given to the memory of the Ensign Worth Bagley who was the only line officer of the U. S. Navy who lost his life in the Spanish-American War. Worth visiting the Old, Confederate and Federal cemeteries.

From R. west railroad to Durham (see above) (26 m.) to U n i v e r s i t y (34 m.) from here 10 m. to C h a p e l H i l l, the seat of the University of Carolina, founded in 1795; through a country rich in cotton and tobacco to G r e e n s b o r o u g h (97 m.) (see route No. 1). From Raleigh east to G o l d s b o r o u g h (33 m.) (Hotels: Kennon A. p. \$2.50 up; Terminal E. p. \$1 up).

On the main line S a n f o r d (315 m.) (see route No. 1), S o u t h e r n P i n e s 341 m.), which is said to have some attractions for winter guests. Hunting, golfing. (Hotels: Highland Pines Inn A. p. \$3.50 up; So. Pines.) The train continues over A b e r d e e n (345 m.) on a short side line to P i n e h u r s t (361 m.)

Pinehurst about 900 feet above sea level. (Hotels: Carolina, A. p., \$5 up; Highland Pines Inn, A. p., \$3.50 up; Hollywood, A. p., \$2.50 up; Jefferson Inn, A. p., \$2 up). Four fine Golf



PINEBLUFF.

CANOEING IN WINTER.

Courses attract many guests in Fall, Winter and Spring. Modern cottages to rent. Society people from all over America can be found here during the season. Fine hunting. Indoor amusements. The climate is splendid. Excellent auto roads through pine forests.

At Aberdeen we return to the main line and continue south to **P i n e b l u f f** (347 m.)

Pinebluff with some hotel accommodations for people who are not to keen on getting great comfort. The **L u m b e e R i v e r** abounds in fine scenery, and is lined with primeval forests. The river flows at Georgetown in South Carolina in the sea and is said to be the only fresh water stream in America where winter canoeing is possible.

On the main line **H a m l e t** (370 m.) the crossing point of the branch line east to **W i l m i n g t o n** (111 m.) (see route No. 3) and west to **C h a r l o t t e** (77 m.) (see route No. 1) and to **R u t h e r f o r d t o n** (157 m.)

On the eastern branch near **M o s s n e c k** great hunting at **H u n t e r ' s L o d g e**, with good roads for riding and autoing. Guides, dogs and teams at reasonable rates at the **Hunters Lodge Hotel**.

On the main line we enter South Carolina at **K o l l o c k s** (385 m.). **C h e r a w** (388 m.) was a lively trading place in 1792 already. **C a m d e n** (443 m.) one of the gems of the state for winter tourists.

Camden (Hotels: The **Kirkwood**, A. p., \$5 up; the **Court Inn**, A. p., \$4 up; The **Hobkirk Inn**, \$3 up; **Camden**, A. p., \$2.50 up). A winter resort known far and near for its dry and pure air, laden with tonic odors of the pines. A charming place socially. Three battles make this place notable in our history. Here ended **General Gates'** military career, when he was defeated on **Aug. 16th, 1780**, by **Cornwallis**; **Gates'** successor, **Greene'** successor, **Greene** was not luckier on **April, 1781**, at **Hobkirk's Hill**, near **Camden** against **Lord Rawdon**. On **Feb. 24th, 1865**, **General Sherman** took the town after a short battle. **Baron de Kalb** has a fine monument here, the cornerstone of which was laid by **Lafayette** personally. The drives through pine forests are fine, the town enjoys shaded trees. **Polo grounds**, **Golf links**. **Shooting range**. **Two fine golf links**. **Polo field**.

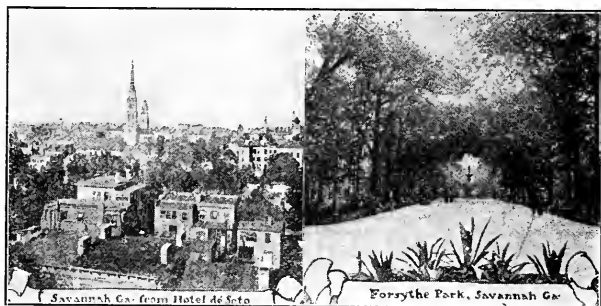
On the mainline the capital of South Carolina **C o l u m b i a** (376 m.) on the **C o n g a r e e R i v e r**.

Columbia (Hotels: **Jefferson**, E. p., \$1.50 up; **Jerome**, A. p., \$3 up; **Imperial**, A. p., \$2.50 up; **Colonial**, A. p., \$3 up; **Gresham**, E. p., \$1 up). **Columbia** has a good climate, being situated between the seashore and hills, crowned by long leaf pines. **Broad tree lined streets**, **business section** with fine office buildings; **State capitol**, **Federal building**, **University**, **Colleges**, **Insane Asylum**, etc. The **B r o a d R i v e r** and the **S a l u d a R i v e r** in joining here form the **C o n g a r e e R i v e r**,

on which *trip to G e o r g e t o w n. Large cotton mills. In 1865, so the story goes, Sherman's men burned and plundered the city. The history, as written by the Northerners, deny this, but a conflagration took place. The Presbyterian College for women is one of the few buildings left after the fire. About the line to Asheville and Charleston see route No. 5.

*The average temperature is in Spring 61.90, in Summer 79.32, in Autumn 62.62, in Winter 45.16.

Neither side on the main line has any interesting views and at G a r n e t t (577 m.) we leave South Carolina. After forty miles more ride we are in S a v a n n a h (617 m.)



Savannah Ga. from Hotel de Soto

Forsythe Park, Savannah Ga.

Savannah, sometimes called "The Paris of the South" (Hotels: Savannah, E. p., \$1 up; L. 50c, B. 25c, D. \$1; De Soto, E. p., \$1 up; Pulaski, E. p., \$1 up; Geiger, \$1 up; Hicks, \$1 up), on the southern shore of the S a v a n n a h R i v e r, the most important commercial city of the State of Georgia, about 18 miles distant from the Atlantic ocean. Most interesting in the building of the city are its squares, all like small parks and well kept for that. Semi-tropic plants adorn them as well as most of the streets. Congress street and Broughton street have remarkable retail stores. Bay street on a hill along the river is full of life and business activity. The river is navigable from the ocean to Augusta. Public buildings well worth mentioning are the Federal building, Cotton Exchange, Telfair Academy of Art, with fine original paintings and sculptures, Medical College, Orphans' Home, Catholic Convent, etc. Fine auto roads. *The Oak Park. *Colonial Park. Forsyth Park. *Grand Prize race course. Altogether, 24 parks.

General Oghlethorpe founded the city in 1773 as an asylum for the persecuted protestants of all the countries. He took active part in the fights between the Spanish and the British. In 1778 the English took possession of the settlement and defended it five years later successfully against the French and Spanish invaders. The Federals blockaded the harbor from 1861 to 1864 and General Sherman took the city in December, 1864. In 1819 the first steamboat ever launched in the United States left Savannah's port.

Nearby the famous Summer and Winter resort *T y b e e I s l a n d, with excellent beach. (Hotels: Tybee, A. p., \$2.50 up; Sea Breeze, A. p., \$2 up); another is 4 1-2 miles out T h u n d e r b o l t, high above W i l m i n g t o n R i v e r, famous for fishing and its oysterbanks. All around fine quail and wild duck shooting. Nearby also B e a u f o r t, Ga., with its old oyster shell fort, Spanish construction, one of the oldest cities. T h e H e r m i t a g e, with old slave huts still standing, 7 miles out *I s l e o f H o p e. From Savannah north a line along the Savannah river to S p r i n g f i e l d (25 m.). E u r e k a S p r i n g s (46 m.), W a y n e s b o r o (96 m.) and S t. C l a i r (108 m.)

On the main line T h a l m a n (684 m.) from where a branch line of 21 miles to B r u n s w i c k. (Hotels: Ogelthorpe A. p., \$2.50 up; Royal E. P., 75c. up). R. is built on a peninsula, healthy and offering excellent shipping facilities. A paradise for sportsmen. Good winter climate and enjoyment. Opposite J e k y l I s l a n d, the home of the Jekyl Island Club, the most exclusive social organization of American financiers. *S a i n t S i m o n' s I s l a n d Hotels: St. Simons, A. p., \$2.50; Ocean View, A. p., \$2 up) about an hour's ride by boat; also a much favored seaside winter resort. On this beautiful island, Oglethorpe, in 1736, built the first English fort "Frederica." C u m b e r l a n d I s l a n d with the famous C u m b e r l a n d B e a c h (Hotel Cumberland, A. p., \$2 up) favored by Southerners. At K i n g s l a n d (718 m.) we leave this state and enter at the next station, G r o s s (724 m.) Florida. At Y u l e e (732 m.) branch line to F e r n a n d i n a at the mouth of the S t. M a r v' s R i v e r (Hotels: Florida, Keystone, A. p., \$2.50 up) with beautiful old homes, and A m e l i a B e a c h, one of the finest beaches. J a c k s o n v i l l e (756 m.).

Jacksonville (Hotels: Seminole, E. p., \$1 up, L. 50c, B. 25c up, D. \$1; Windsor A. and E. p.; Everett, E. p., \$1 up; Jackson, E. p., \$1 up; Waverly, E. p., 75c up; Seneca, A. p., \$3 up). Florida's most important commercial city on the left shore of magnificent S t. J o h n' s R i v e r, was founded in 1822. It is about 22 miles from the ocean, but on account of its splendid deep water harbor it is an important seaport with a waterfront of 7 1-4 miles, lined with docks, terminals and warehouses. Tall business buildings, great department stores, beautiful dwellings on the river side. Worth seeing, the railroad bridge across the river. The climate is good, the average temperature in winter is 60 degrees.

Excursions to P a l a t k a, B l u e S p r i n g s, S a n f o r d, E n t e r p r i s e, G r e e n C o v e S p r i n g s (see route No. 3) on the St. Johns River



JACKSONVILLE

recommended. The full length of the river is about 400 miles and in its lower part the steamer seems to pass a chain of lakes, the width of the stream varying from $\frac{1}{2}$ to 6 miles, with semitropical vegetation near the shores.

Tourists will surely wish to see Atlantic Beach, whose ocean front stretches from the mouth of St. John's River south to the Matanzas River. Along this front is a boulevard, connecting with the Atlantic boulevard from Jacksonville, 40 miles long, a highway just the right thing for autoing and at low tide 500 to 800 feet wide, flanked by high bluffs, upon which cottages and hotels are built. Behind the sand dunes a dense growth of oaks and palms, magnolias, hickories and semitropical trees. The climate is particularly delightful. (Hotel: Atlantic Beach, A. pl., \$3 up, L. \$1, B. 75c, D. \$1.)

In continuing our way, the next railway junction of importance is Baldwin (774 m.) with a northern branch line to Fernandina (see above) and westward to Tallahassee (147 m.) New Orleans, Pensacola (see route No. 8) Lawtey (794 m.) with orange groves and strawberry plantation. Starke (800 m.) with a branchline to Wannee (57 m.). Waldo (812 m.). Branchline to Archer (29 m) and Cedar Key (72 m.) on the Gulf.

On this branch line Gainesville (14 m.) (Hotels Graham, E. p., \$1 up; New Southern, \$1.25; White, A. p., \$2.50 up), known winter resort with nearby Alachua Sink. Cedar Key has steamer connection with New Orleans and over the Suwannee River, and does much business in fishes, sponges and red woods for pencils. From Archer another branch line through rich phosphate districts to Eagle Mine and Inverness (59 m.) in the heart of the hard rock phosphate section. Hunting. Recently favored by winter tourists, but with no hotels of any importance.



BOULEVARD TO ATLANTIC BEACH.

We continue on the main line to Hawthorne (826 m.) then along the Loch Loosa and over the eastern branch of the Orange Lake. On the lake's southern shore we pass for a distance of one mile the Mammoth Orange Groves, in which there is said to be 70,000 trees. Ocala (857 m.) in one of the most fertile parts of Florida with an enormous production of fertilizers. (Hotels: Harrington Hall, A. p., \$1.50; Ocala E. p., \$1 up). Six miles on a hard road or motor 'bus to Silver Springs (S. S. Hotel, A. p., \$2 up). The many colored formations in the bed of those springs is one of the greatest sights of Florida.

Branch line to Dunnellon on the Withlacoochee River and Homosassa on the Gulf.

From Wildwood (885 m.) on the main line a small line branches off west to Leesburg (11 m.) see route No. 3). Tavares (22 m.) on the Lake Eustis (Osceola Hotel, A. p., \$2 up) surrounded by orange groves; Apopka (41 m.) with the Apopka Lake; Orlando (54 m.) with many beautiful lakes. Winter Park (59 m.) (Hotels: Seminole, A. p., \$5 up; The Inn, A. p., \$3 up) among lakes surrounded by orange groves with balmy climate dry atmosphere. Fishing; hunting. Lake Charm

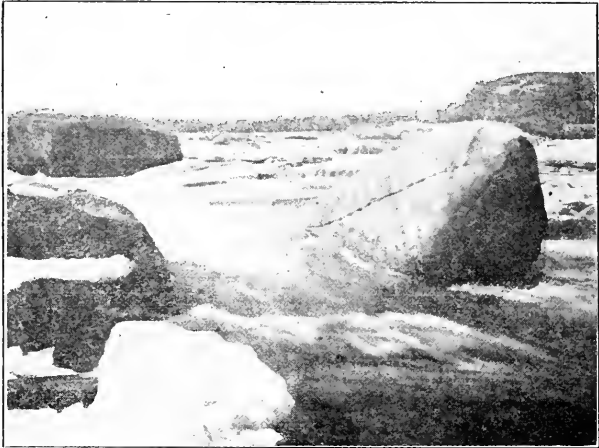
(71 m.). P a n a s o f f k e e (893 m.) on the main line again and on the P a n a s o f f k e e L a k e. S t. C a t h e r i n e (904 m.); four miles north the Seminole Indians in 1835, on Christmas day, surprised and killed Major Dade and his batallion, of which only three men were saved. L a c o o c h e e (914 m.) with a branch line of 46 miles to T a r p o n S p r i n g s (Hotels: Tarpon Inn, A. p., \$2.50 up; The Ferns, A. p., \$2 up) much favored resort, 1½ miles from the Gulf, with the mouth of the A n c l o t e R i v e r nearby. Golfing, boating, hunting, fishing. Interesting *river trips. D a d e C i t y (922 m.) with the beautiful P a s a d e n a L a k e (Hotel Edwinola, A. p., \$2.50 up); branch line to B a r t o w and P u n t a C o r d a (see route No. 3). T a m p a (967 m.) (see route No. 3).



ROUTE NO. 3

From Richmond, Va., to the Old Tampa Bay (950 m.)

Right after leaving Richmond we cross the J a m e s R i v e r and turn south. It was at D r e w r y ' s B l u f f (8 m.) that the fleet of the Union could not force a passage on May 15, 1862, which failure led to the sanguinary but undecided battle of the S e v e n P i n e s or F a i r O a k e s on May 31, 1862. At



FALLS OF JAMES RIVER

P e t e r s b u r g (22 m.) (see route No. 2 and 4) the N. & W. Ry. crosses the tracks. At E m p o r i a (63 m.) we leave Virginia and enter at P l e a s a n t H i l l the state of North Carolina. After G a r y (80 m.) we cross the R o a n o k e R i v e r. W e l d o n (83 m.) connection with the N. & W. line from Norfolk to Durham. The landscape is not very interesting, level ground bordered by endless pine forests. R o c k y m o u n t (120 m.).

At Rockymount the main line from Norfolk, after crossing the E l i s a b e t h R i v e r by ferry, and the C h o w a n R i v e r between D r u m H i l l (35 m. from Norfolk) and T u n i s (45 m.), then the T a r R i v e r between H o b g o o d (88 m.) and T a r b o r o (100 m.) joins our line (116 m.). Branch line west to S p r i n g H o p e. From Hobgood a branch line north to P e n d e r on our main line and southwest to P a r m e l e on another branch line from Tarboro to P l y m o u t h on the A l b e m a r l e S o u n d.

Plymouth fell into the hands of the Federal troops in 1862, but after two years the Confederates took it from them with the aid of the iron ram "Albermarle," which was torpedoed on Oct. 27th and four days later the Federals reoccupied the town.

On the main line W i l s o n (136 m.) and from here by a branch line to G o l d s b o r o.

Goldsboro is 18 m. from Wilson and 49 m. southeast from Raleigh (see route No. 2), which branch line continues southeast from Goldsboro to N e w B e r n on the P a m l i c o S o u n d and to M o r e h e a d C i t y and B e a u f o r t, a beautiful spot on the Atlantic Ocean, where, northeast, C a p e H a t t e r a s' rugged and gigantic forms project far out into the Atlantic. Straight south from G. 84 m. to W i l m i n g t o n. (See route No. 2).

Wilmington (Hotels: Orton, A. p., \$3 up; Hotel Cape Fear; Colonial, A. p., \$2.50 up; Purcell, E. p., 75c up) on the C a p e F e a r R i v e r with regular steamboat connections which will be treated separately. It is the largest city in the State, about 20 miles from the ocean. Its foremost industries are the turpentine distilleries. It is an old town whose population is keen to keep up morals and customs and the graceful manners known and practised in the South before the Civil War.

S e l m a (162 m.) with a branch line to H o o k e r t o n on the Wilson-Wilmington line, (see above) and east to Raleigh, Durham and Greensboro (see routes No. 1 and 2); S m i t h f i e l d (165 m.) with another branch to Hookerton; after crossing the N e u s e R i v e r and at W a d e (199 m.) the Cape Fear River, F a y e t t e v i l l e (210 m.).

From Fayetteville a line west to Aberdeen (see route No. 2); a branch line after crossing the L u m b e e R i v e r to M a x t o n (37 m.) and B e n n e t s v i l l e (58 m.), from where another branch line extends north to Hamlet (see route No. 2); over the P e e D e e R i v e r to D a r l i n g t o n (82 m.), from which station another branch line leads north to W a d e s b o r o (56 m.) and W i n s t o n S a l e m (146 m.) and to R o a n o k e (26 m.) (see route No. 4a); crossing the

L y n c h ' s R i v e r t o S u m t e r (122 m.) (see below) and to C o l u m b i a (164 m.) (see route No. 2).

On our mainline to E l r o d (247 m.); from here branch to C h a d b o u r n (32 m.) and from Chadbourn west to Marion (see below), east to Wilmington (53 m.) (see above), south to C o n w a y (39 m.); from Conway northwest to C o o l S p r i n g (12 m.) and A y n o r and southeast, crossing the W a c c a m a w R i v e r t o M y r t l e B e a c h (15 m.). At H a m e r (257 m.) we enter South Carolina and after passing P e e D e e (208 m.) we cross the P e e D e e R i v e r t o F l o r e n c e (293 m.). Branch lines northwest to Darlington and southwest to Sumter (see above). L a n e s (341 m.). Short railroad to the old city G e o r g e t o w n (36 m.) on an inlet of the Atlantic. Over the S a n t e e R i v e r and then to C h a r l e s t o n (395 m.). See route No. 5). The train continues through swamps, moss covered oaks and cypress trees to Y e m a s s e e (455 m.)

The C. & W. C. Ry. crosses the line here, south to B e a u f o r t (20 m.) on the S t. H e l e n a I s l a n d and P o r t R o y a l (25 m.) where the immigrants to C h a r l e s t o n landed first. The same railway north to A u g u s t a (88 m.) (see route No. 7) to M c C o r m i c k (130 m.) always along the S a v a n n a h R i v e r, with one branch northwest to A n d e r s o n and another branch north to S p a r t a n b u r g (221 m.) (see route No. 1 and 5).

We then leave South Carolina, enter Georgia and cross the broad Savannah River to S a v a n n a h (510 m.) (see route No. 2), where the time changes from eastern time to central time, one hour later. After B u r r o u g h s (521 m.) we cross the O g e e c h e e R i v e r. The landscape is not interesting and many tourists prefer the longer trip by steamer from Savannah to Jacksonville but for some other tourists some of the southern vegetation might be interesting enough. L u d o v i c i (556 m.). Crossing point for the G. C. & P. Ry. to B r u n s w i c k, Ga. (57 m.) (see route No. 2) and to C o l l i n s (42 m.). Passing the A l t a m a h a R i v e r t o J e s u p (567 m.), see route No. 6), from where connection to Brunswick on a direct route or over the A. C. L. to N a h u n t a, and then straight east to Brunswick.

From Nahunta south to F o l k s t o n e and Jacksonville for direct travelers, but for reasons not easily to be understood, most first class trains take

the roundabout way, which we followed in one of these trains, over Waycross.

Our train continues then from Jesup over the S a t i l l a R i v e r to W a y c r o s s (606 m.), from which station another branchline to Nahunta (see above) and Brunswick (see above).

From Waycross through orchards with many pear trees, south to D u p o n t (34 m.). The train enters Florida at B a k e r s M i l l (63 m.) and crossing the S u w a n n e e R i v e r to Live Oak (83 m.) (see route No. 8). We continue with the river on our side and recrossing it and then over the l c h a t u c k n e e R i v e r to F o r t W h i t e (120 m.) on the S a n t a F e R i v e r. The next river in our way is the W h i t l a c o o c h e e R i v e r, which we pass at D u e n n e l l o n (189 m.), then we cross the L a k e T s a l a A p o p k a and an hour later we are in Trilby (see below and route No. 8). Over the H i l l s b o r o u g h R i v e r to Lakeland (see below) and to Tampa (see below), where we recross the Hillsborough river to Port Tampa.

Our train continues east to F o l k s t o n (640 m.). The S t. M a r y' s R i v e r separates this state from Florida, which we enter after crossing said river to C a l l a h a (661 m.) and J a c k s o n v i l l e (682 m.). (See route No. 2). When we leave this city we cross the S t. J o h n' s R i v e r to M a g n o l i a S p r i n g s (710 m.) on a high bank of the St. John's River (Magnolia Springs Hotel, A. p., \$4 up) with a natural park to the north and an extensive and beautiful panorama to the east. Golf links. G r e e n C o v e S p r i n g s (712 m.) (Hotels: Quisisana A. p., \$4 up; Mohawk, Seminole, either of them, A. p., \$2 up) surrounded by a forest of live oaks covered with moss and many magnolia trees. Springs said to be of remarkable curative power, its water flowing in a bath-pool. Golfing, hunting, fishing, boating. Fine walks and drives. Always the St. John's River to our left, however often hidden from the traveller, we arrive at P a l a t k a (737 m.) (Hotels: Putnam, A. p., \$2.50 up; Howell, Arlington, Saratoga, E. p., \$1 up; Kupperbush, A. p., \$2 up).

Palatka is the center of two of the most interesting steamer trips. It is the southern terminal of a trip from Jacksonville over the magnificent St. John's River and the northern terminus of the famous *O c k l a w a h a R i v e r trip, which ends at S i l v e r S p r i n g s (see route No. 2) and another trip to D e L a n d, S a n f o r d and E n t e r p r i s e (see below). The Ocklawaha river, which flows at Palatka into the St. John's River, has its name from the Indians and means "crooked river." It ends its run here after 280 miles of practically shoreless flow, coming so far from L a k e G r i f f i n, the

shores being hardly seen from the boats, have all the way to look out for trunks of cypress trees which, rising out of the marshy water, limit the sight to the right and to the left so that no shores can be seen. On night trips all of the way of the boat is illuminated and the moss covered trees around the boat never fail to make a deep impression, unforgettable to the tourist. Alligators, snakes, turtles are seen and birds with tropical vividly colored feathers. After 126 miles in the Ocklawaha we leave its marshy water and sail in the Silver Spring River over water so clear that a coin thrown in it can be seen.

After leaving Palatka we cross over to the east shore of the St. Johns River and our way leads through a continuous chain of orange groves. Seville (765 m.) with the Lake George four miles west; De Land (789 m.), west from the railroad station is called by the city's well-wishers "The Athens of Florida." (Hotels: College Arms, A. pl., \$5 up; Putnam, A. pl., \$2 up).

De Land on the St. James River is connected by a splendid highway with the Atlantic, a road along towering pines and sheltering palms, beside placid lakes. Orange groves surround the town in which the Stetson University is located. Golfing.

At Enterprise (800 m.) we again cross the St. John River to Sanford (806 m.). (Hotels: New Sanford, A. pl., \$2.50 up; Bye Lo, A. pl., \$2 up) on the south side of Lake Monroe. Water sports.

The Lake Monroe is the end of the broader part of the St. Johns River, on which boat trips are much favored by tourists. However, most of them don't start the trips in Jacksonville, but use the railroad until Palatka (see above). Orange Park, 14 miles from Jacksonville was the place where Mrs. Harriet Beecher Stowe, the world famed author of "Uncle Tom's Cabin," used to stay over winters. The vegetation is more rich and has a more tropical character above Palatka. Cypress trees, orange trees, magnolia trees, palmettos, vine covers the shores. Lake George (see above). The Kissimee River empties on the right in our river, then passing under a second railroad bridge enters Lake Monroe, from which smaller boats can continue to Lake Harney.

From Sanford south along the Lake Jesup to Lake Cham; southwest along the Apopka Lake to Lacochee (see about connections route No. 2). On this latter branch 9 miles out from Sanford Pine Forest Inn and 35 miles out Okland on the Lake Apopka (Oakland Hotel, A. p. \$2.50 up), with good hunting, fishing and boating. At Clermont (44 m.) (Club House, A. p., \$2 up; Clermont, A. pl., \$2 up) on the Mineola Lake, extensive tomato fields. Over the Witlacoochee River to Trilby

(75 m.) (See route No. 9). From Sanford west and then over the Wekiva River to Tavares (30 m.) (see route No. 2) and to Eustis in the Highland Region on a system of six interconnected navigable lakes which form the source of the Ocklawaha river (see above). Golf links. Two miles farther on the same line Fort Mason, from where one branch line north to Astor (25 m.) and another west to Leesburg (14 m.) (see route 2.) (Hotels: Heights, A. p. \$2 up; Lakeview, \$2.50 up). At the head of the *Ocklawaha river between Harris, Griffin and Eustis Lakes on a narrow peninsula with good fishing and hunting.

On the main line from Sanford to Altamonte Springs (819 m.) with springfed lakes, pine covered hills (Hotel Altamonte, A. pl., \$3 up). Winter Park (824 m.) (See route No. 2). After crossing Lake Tohopekaliga to Kissimmee (846 m.) (Hotel Greystone A. pl., \$2.50 up) with a branch line north to Apopka (33 m.) (see above) and another branch line southeast around the *Lake East Tohopekaliga to Narcoossee (15 m.)



ELK CLUB IN TAMPA.



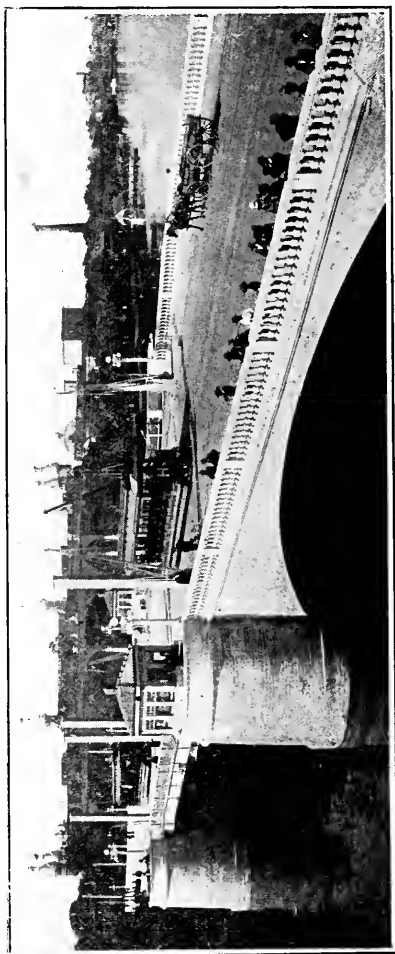
FIRST FACTORY IN THE U. S. FOR HAVANA CIGARS

The Kissimmee River flowing through the Tohopekaliga Lake, continues its way through the Kissimmee Lake into the great *Lake Okeechobee which by a canal and the Caloosahatchee River connects with the Gulf of Mexico. This is a very interesting trip, past Forts Thompson and Denaud, of Seminole Indian war fame, to Fort Meyers.

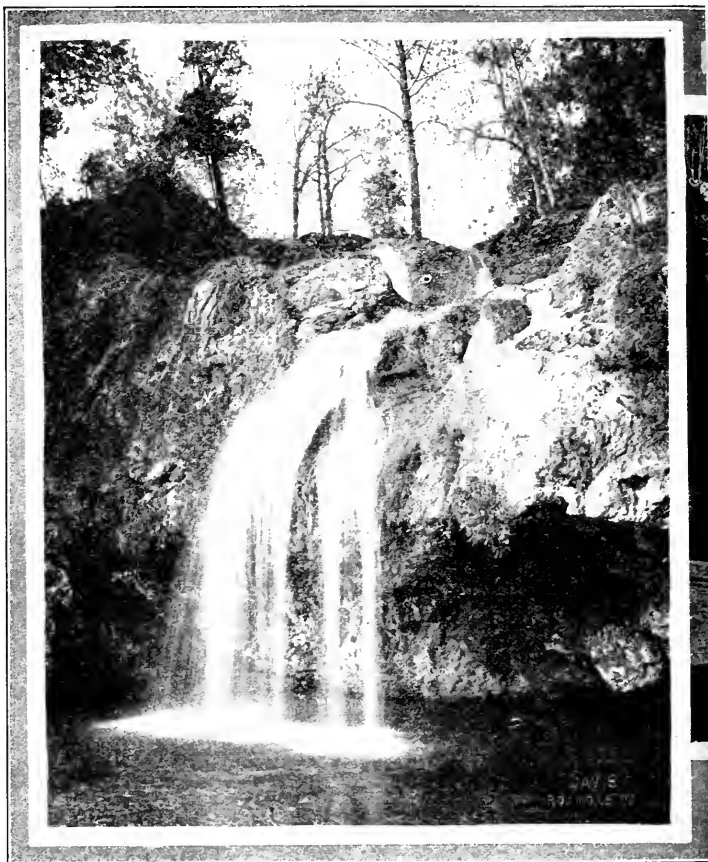
On the main line to Haines City (867 m.), from where branch line south to Sebring (47 m.) in the high ridge lake section, on the Lake Jackson. (Arrowhead Hotel, A. pl., \$2.50 up.) Lake Alfred (874 m.)

Branch line from Lake Alfred to one of Florida's best known resorts Florence Villa (4 m.) (Hotel Florence Villa A. pl., \$4 up), 200 feet above sea level, with 97 lakes within a radius of five miles, Bartow (17 m.) near Lake Hancock. The streets lined with thousands of oaks, tropical foliage all over its lawns. From this lake originates the Peace River, flowing south. Bartow is junction point for another branch line from Lakeland (13 m.), (see below) which here continues along and at Torrey (34 m.) across the Peace River, recrossing same after four miles ride and with the same river then constantly to the right to Arcadia (62 m.). (Hotels: Arcadia, A. pl., \$2.50 up; De Soto, A. pl., 2.50 up). Prosperous city, centre for the citrus trade of the state. Again crossing

the Peace River to P u n t a G o r d a (86 m.) (Hotels. P unto Garda, A. pl., \$3 up; Seminole, A. pl., \$2 up). On the picturesque C h a r l o t t e H a r b o r of the Gulf *panorama. After crossing the C a l o o s a h a t c h e e R i v e r we arrive at the end of this branch line F o r t M y e r s (114 m.) which is the most tropical looking city of the state. (Hotels: Royal Palm, A. pl., \$5 up; Bradford, A. pl., \$3 up; Hill House, A. pl., \$2.50 up; Leon, E. pl., 75c up). Surrounded by banana and orange trees. Formerly headquarters of the U. S. forces to fight the Indians. Tarpon fishing, boating. Autoists enjoy the drive from the town to the Gulf.



TAMPA'S NEW GREAT BRIDGE.



WATERFALLS NE

Again on the main line from Haines City to Lake-Highland (889 m.) mentioned above. (Hotel Kibbler, Tremont, A. pl., \$2.50 up; Loyal, Central, E. pl., 75c up). Eight lakes within the city limits with boating, bathing, shooting and fishing. Plant City (900 m.) Tampa (920 m.) (See route No. 2.)

Tampa on the Hillsboro River. (Hotels: Tampa Bay, A. pl., \$4 up; Hillsboro, E. pl., \$1.50 up; De Soto, A. pl., \$3 up, E. pl., \$1 up; Almeria, A. pl., \$2 up). The metropolis of Southern Florida. In 1890 the city had 5,500 inhabitants, to-

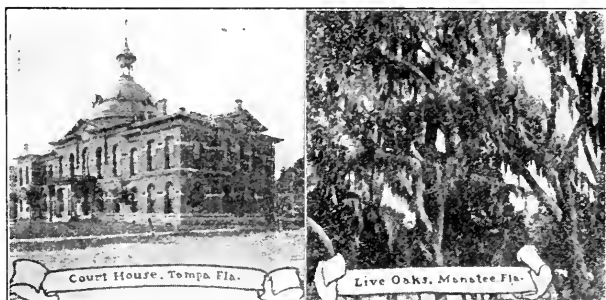


BUENA VISTA, VA.

day it is estimated to have 72,000. The real development began in 1898 when the Spanish American war started and the troops, leaving from this port began to appreciate the possibilities of the city. Tampa is said to ship more phosphate than any other port in the world. The foreign population being in preponderance there are in Tampa clubs for nearly every nationality. Plant Park is a very pretty park. Fine public buildings, among them the Public Library, just finished; the City Hall, County Court; the clubs are in fine buildings. The factories for Havana Cigars are worth seeing.

Fine excursions can be made from here. *Auto trip to the seemingly truly Spanish city Y b o r with olive skinned and

raven haired señoritas; by steamer or rail to nearby points on the Manatee River, to the Pinellas Resorts, etc.



We end the trip after crossing the Hillsboro River in Port Tampa (930 m.) on the Old Tampa Bay, from where regular steamer service to Key West and Havana, Mobile, New Orleans and to Cedar Key (See route No. 2).



ROUTE NO. 4

From Norfolk, Va., West

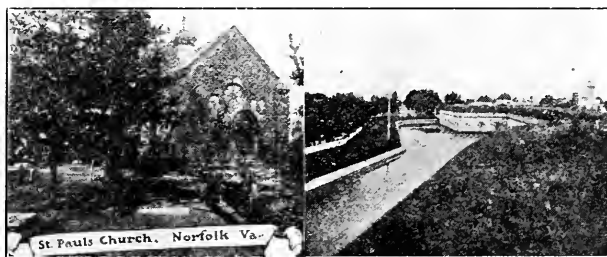
Three routes lead straight west from Norfolk and Newport News respectively. We follow them as far as they run through country covered by this guide for the Southern States.

a) The N. & W. Rv. to Roanoke and Bristol, 408 miles.

b) The Virginian Railway to Roanoke and Rich Creek, 321 miles.

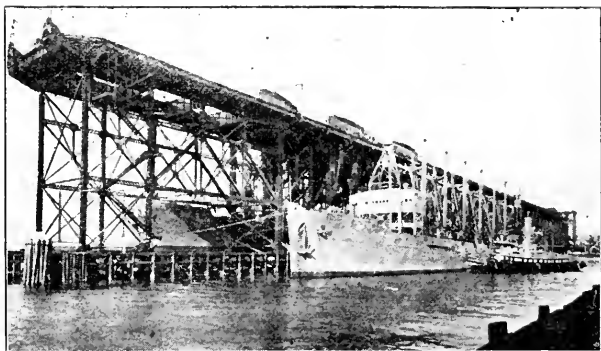
From Old Point Comfort

c) The C. & O. Ry. to White Sulphur, W. Va., 307 miles.



FORTRESS MONROE.

Norfolk (Hotels: Monticello, E. pl., \$1.50 up; Atlantic, E. pl., \$1 up; Lynnhaven, E. pl., \$1 up; Fairfax, E. pl., Algonquin, E. pl., 75c. up). One of the most important harbors on the Atlantic coast, but it makes a very depressing impression on the tourist, arriving by boat. The city was founded in 1682 and it seems that no building plans governed the growth of the city. The irregularity of the inner section, however, has not been continued to the outlying dwelling section, which contains broad streets and fine dwellings. The irregularity of the streets in the business district makes Norfolk even more interesting, because it makes the city different looking from most all of the more important places in the country. Granby street is one of the most lively streets, Commercial Place, Main Street, City Hall Avenue, contain many impressing office buildings and retail stores. Norfolk is the center of the American peanut industry and it is well worth to visit the great cotton presses. The coal elevators should be seen; they are instrumental in making Norfolk the greatest coal exporting point. *Oyster preserving plants; Fisheries. *Harbor trips recommended, launches foot of Main Street. Fishing on L y n n h a v e n B a y. Stroll on the beach at C a p e H e n r y. *Norfolk Navy Yard.



LARGEST COAL PIER IN THE WORLD (NORFOLK).

An excursion no tourist misses is a trolley ride to Ocean View (Ocean View Hotel, E. pl., \$1 up, A. pl., \$3.50 up) on beautiful Chesapeake Bay. Amusement park nearby. Water craft of every kind passes before the hotel all day long. Ocean liners and battleships. Fine white sand covers the beach. Prolific fishing grounds. Season from the early Spring until late in the Fall. Tennis; Golf.

Another excursion to Cape Henry and Virginia Beach. The latter is worth to be visited but no adequate hotel accommodations lure the tourist to use the magnificent bathing opportunities. The sand hills of enormous height near Cape Henry are worth visiting. It never was sufficiently explained how these hills have come in existence. Nothing similar can be seen anywhere.

Excursions also to Old Point Comfort, Newport News and Portsmouth. (See below the c) part of this route. To the Great Dismal Swamp (see below).

a) By N. & W. Ry. to Roanoke and Bristol

Leaving Norfolk the train rounds the north shore of the Great Dismal Swamp to Suffolk (23 m.) on the Nansemond River. (Hotel Nansemond, E. pl., \$1 up).

Visit from here the Dismal Swamp. A canoe carries the tourist 10 miles out to the Lake Drummond and return through the Jericho Canal. The Dismal Swamp, 40 by 35 miles, is crossed by small canals, in it much valuable timber.

The train continues through pine forests. From Disputanta (69 m.) we cross over historic soil. We approach the fields where in 1864 and 1865 the most sanguinary battles were fought, Petersburg (82 m.). (Hotels: Chesterfield, Stratford, both E. pl., \$1 up) on historic Appomattox River.



Petersburg. A busy but also very interesting city, the centre of the war operations which ended the Civil war. See the *ruins of the Blandford church. "The washbasin of the Pocohontas" is on the end of the railroad bridge over the Appomattoa River. In the time of the siege of Petersburg, June 1864 to April 1865, 13 battles were fought. The fortifications, as erected by Grant and Lee are still there. One of the bloodiest fights took place on **G r i f f i t h ' s F a r m**, a small museum of war souvenirs is on the same place now. Carriages and saddle-horses to visit these places of historic interest can be hired at the city. From Petersburg branch line to Richmond (see route No. 2).

After leaving Petersburg we see to our right the Virginia Normal and Collegiate Institution for colored people. The landscape is monotonous. **B u r k e v i l l e**. (133 m.) the So. Ry. crosses our tracks north to Richmond and south to Denniston (see route No. 1). After **R i c e** (142 m.) we cross the **A p p o m a t t o x V a l l e y** on a high long iron bridge to **F a r m v i l l e** (150 m.) (Hotels: Prince Edward, A. pl., \$2.50 up; Continental, A. pl., \$2.50 up) with the celebrated 16 Lithia Springs within a quarter of an acre and each spring delivers a different mineral water. **A p p o m a t t o x** (181 m.). Gen. Lee surrendered here to Gen. Grant on April 9th, 1865, and that ended the Civil War. We cross the **J a m e s R i v e r** to **L y n c h b u r g** (204 m.) (see route No. 1). The train now ascends, through a tunnel the **B l u e R i d g e** Mountains to **B e d f o r d** (229 m.) (Hotels: Palace, A. pl., \$2 up; Belmont, A. pl. \$1.50 up).

Bedford is beautifully situated in the heart of the lovely **B l u e R i d g e** Mts., in which the ***P e a k s O f O t t e r** (about 3,800 ft. el.), and about 9 miles out of Bedford, is recommended as excursion. (Hotel Mons, A. pl., \$2 up). Busses on Bedford station, to the base of the most elevated peak in the state. The drive to the hotel in itself is magnificent, with streams, creeks and waterfalls bordering the highway.

On the main line to **B l u e R i d g e** (246 m.), the highest point of the road with the popular **B l u e R i d g e S p r i n g s** within easy walking distance from the station. (Hotel Blue Ridge Springs, A. pl., \$2.50 up). Delightful Summer climate. Splendid scenery and opportunities for tourists who are fond of mountain climbing. The train descends now to **R o a n o k e** (258 m.) (Hotels: Roanoke, A. pl., \$3 up; Shenandoah, E. pl., \$1 up; Ponce de Leon, A. pl., \$2.50 up; Stratford, E. pl., 75c up). Situated on the **R o a n o k e R i v e r**, in a charming little valley in the Blue Mountains, with the **M i l l M o u n t a i n s**

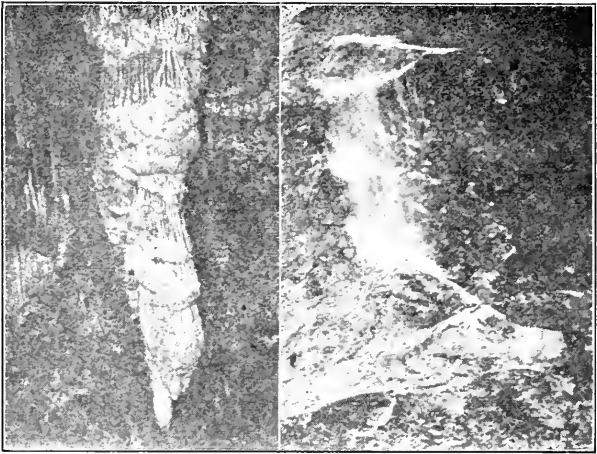
(2,000) in sight. *View of the sunset. The city was formerly the unimportant little village Big Hamlet.

In Roanoke also ends the trip from the north through beautiful Shenandoah Valley. With Pennsylvania connections to Shenandoah Junction, where the wonderful Virginia Valley



SHENANDOAH VALLEY

begins, which covers above 7500 square miles, between the Blue Ridge Mountains and the Alleghenies and includes almost all of the regions of the Rivers Shenandoah, James, Roanoke and New. Numerous battles were fought in this region during the Civil War. Stonewall Jackson often



COLUMN.

LURAY.

FALLS

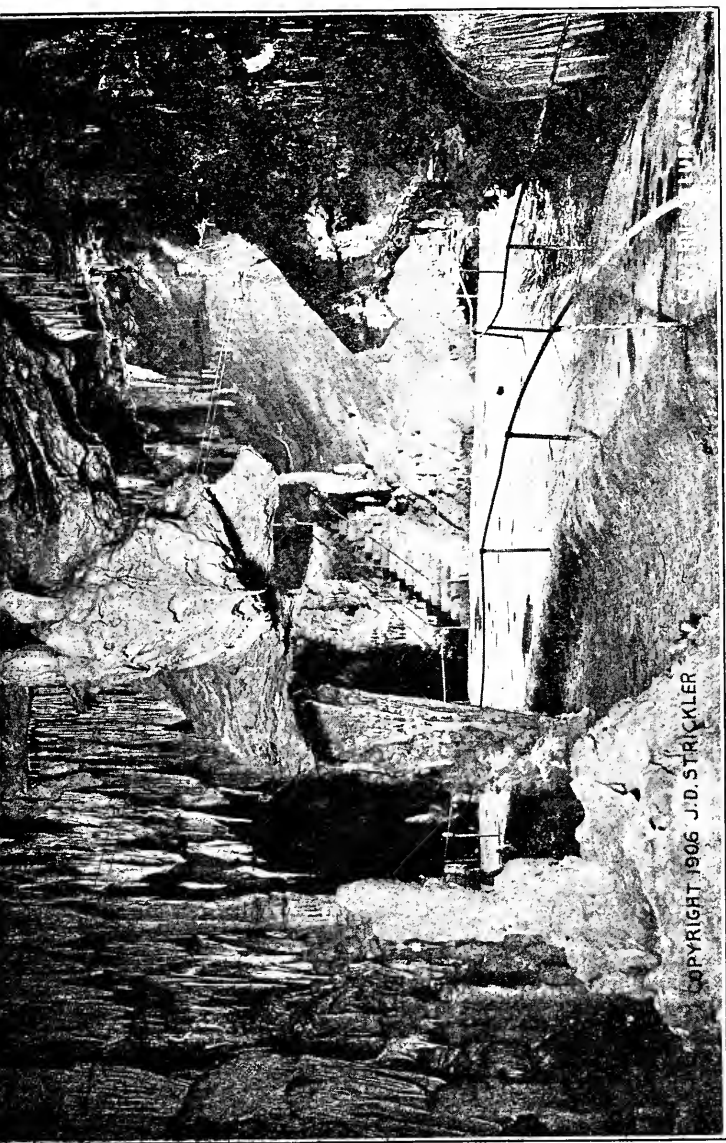
fought here against Pope, Banks, Fremont and Shields in 1862 and the brilliant cavaleristic feats of Sheridan in 1864 will never be forgotten. Near the slopes of the Blue Ridge Mountains descending to the banks of the Shenandoah River to the left is *C h a r l e s t o n* (5 m.), where John Brown was executed. *R i p p o n* (12 m.) the last station of West Virginia on this line before we enter Virginia. *B e r r y v i l l e* (17 m.),



LURAY CAVERNS.

GROTTOES.

a quiet, cool, healthful place. We pass along the *M a s s a m o u n t o n* Mountains to our right and hurry to see *L u r a y* (65 m.) (Hotels: Mansion Inn., A. pl., \$2 up; Laurence, A. pl., \$2 up and 9 miles out, hack on the station: Stony Man Camp), on the *H a w k s b i l l*.



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Bus on the station to the *L u r a y C a v e*, 15-20 minutes ride. The caves were discovered in 1878, they are 300 feet above sea level, their stalactitic display exceeds that of any other cave in the world. The many colored stalactits show the most peculiar and interesting forms. The air is better as I found it in other grottos. Admission fee to the caves vary according to time of the day and illumination, from \$1 up. The tourist who wants to know all the characteristic names given to these stalactites is advised to buy a catalog for 25c. Three to four hours is needed to see the caves. The *S t o n y M a n* is easy to climb; it is one of the highest peaks of this region, about 4,000 ft., with splendid view. Nine miles east of *L u r a y S k y l a n d* on the summit of the highest mountain in the state. *Excellent view. Nearby a *canyon.

The valley increases in beauty. *E l k t o n* (112 m.) (Hotels: *Elkton*, A. pl., \$2.50 up). From here by a small line to *S t r i b l i n g S p r i n g s*. (Hotel, A. pl., \$2 up). *G r o t t o e s* (106 m.). Ten minutes from the station the *G r o t t o e s* of the *S h e n a n d o a h*, which rival the *L u r a y* caves (see above). *N a t u r a l B r i d g e* (176 m.) on the *J a m e s R i v e r*. (Hotel *Natural Bridge*, A. pl., \$3 up, 2 miles by hack). The *Natural Bridge* is an enormous limestone arch, 215 feet high, from where the *J a m e s R i v e r V a l l e y* can be viewed and of which Judge Marshall said it was "God's greatest miracle in stone." *George Washington* carved his name there, and it can be seen at this time. Five round top mountains rise near *L e b a n o n M o u n t a i n*, *M a r s H i l l*, *M o u n t J e f f e r s o n*, *W a s h i n g t o n H e i g h t s* and *C a v e M o u n t a i n*. Nearby *L a c e W a t e r f a l l s*. About three-quarters of a mile an exquisite little lake. *B u c h a n a n* (191 m.). From here branch line to *E a g l e M o u n t a i n* (see c part of this route) and *N e w c a s t l e* from where hacks to *C r a i g H e a l i n g S p r i n g s* (Hotel with very low rates) on the base of *P o t t s M o u n t a i n*. The waters of the two springs contain much bicarbonate and sulphur in different combinations and both springs are much recommended by physicians. *Roanoke* (216 m.)

From *Roanoke* we continue on our main line to *S h a w s v i l l e* (281 m.) station for *A l l e g h e n y S p r i n g s* and *C r o c k e t t ' s A r s e n i c L i t h i a S p r i n g s* in the *Allegheny Mountains*, 7 miles out (Hotel). *M o n t g o m e r y* (285 m.) with the *M o n t g o m e r y W h i t e S u l p h u r S p r i n g s*. *C h r i s t i a u s b u r g* (290 m.) with

the Yellow Sulphur Springs (Hotel, A. pl., \$2.50 up). East Radford (301 m.), where our main line continues southwest to Bristol.

Northwest on the same line through the Alleghenies to Cincinnati. In Virginia the New River to our left, we have on this line P e m b r o k e (19 m.). 8 miles from the station and 4,000 feet above sea level M o u n t a i n L a k e. The ascent is considerably good through D o e C r e e k V a l l e y but the scenery with a noisy mountain stream on our side is beautiful, with a full view of the towering rocks of B a l d K n o b and then we see the lake "The Silver Gem of the Alleghenies". (Hotel). At G l e n L y n (39 m.) the train leaves the New River and Virginia to enter West Virginia.

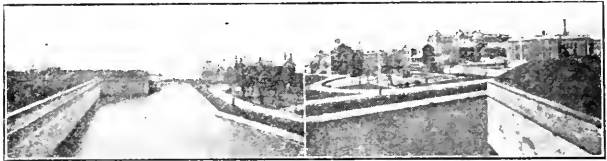
We continue from East Radford southwest to P u l a s k i (316 m.) in the mountains. (Hotels: Maple Shade Inn, A. pl., \$2.50 up; Pulaski, \$2 up) with branch line to iron ore mines in the C r e e p l e C r e e k R e g i o n. W y t h e v i l l e (337 m.) (Fourth Ave. Hotel, A. pl., \$2 up), a summer resort with fine shady streets on the summit of the Allegheny Mountains. To the left the L i c k M o u n t a i n s. R u r a l R e t r e a t (350 m.) is the highest point of this line. B r i s t o l (408 m.) (Hotels: Hamilton, St. Lawrence, A. pl., \$2 up.)

Bristol, in the Great Appalachian Valley, is situated on the borders of both Virginia and Tennessee, between the A l l e g h a n y and C u m b e r l a n d M o u n t a i n R a n g e s on the north and west and between the B l u e R i d g e and S m o k y R a n g e s on the south and east. These surroundings make the city attractive for tourists to which has to be added, that a chain of good roads invite the visitor to delightful outings. Manufacture and tobacco trade. Bristol enjoys a good climate. (El. 1,800 ft.). One of the most favored highways is the one through rugged mountains to B l u e f i e l d and Pittsburgh, Pa.; the other to the coal fields of Kentucky; again one finds magnificent scenery along the highway to Asheville and to the Tallulah Falls, etc.

b) From Norfolk to Roanoke, etc., by Va. Ry. 321 m.

From S e w a l l s P o i n t and Norfolk the train runs south and then west to Suffolk (24 m.) with the tracks of the former route nearby, which here turns northwest, while our train keeps west and then from J a r r a t t (74 m.) both trains run parallel, however, several miles distant from each other, to meet again in Roanoke (see above) (243 m.) ascending to an elevation of 926 feet. Both trains continue for some distance close to each other, through S a l e m (251 m.), a known summer resort (Hotel Salem, A. pl., \$2

up) and **K u m i s** (216 m). The former train crosses now our tracks, continuing on our left, while we, keeping to the north reach **Y e l l o w S u l p h u r** (276 m.) the springs being only half a mile distant from the station (see above). **E g g l e s t o n** (298 m.) with the **E g g l e s t o n S p r i n g s**, 2000 feet above sea level (Hotel A. pl., \$2 up). Hunting. Fishing. Bathing. **P e m b r o k e** (see above) with the **Mountain Lake** (see above) and **R i c h C r e e k** (321 m.) the last station in Virginia. The train enters West Virginia.



MOAT. FT. MONROE. FROM THE RAMPARTS.

c) **By C. & O. Ry. from Old Point Comfort to W. Va.**

The train starts in **O l d P o i n t C o m f o r t** and after passing the **M i l l C r e e k**, the **H a m p t o n R i v e r** and the narrowest end of **B r i g h t s C r e e k**, through an uninteresting inland route to **N e w p o r t N e w s** (10 m.)

It is recommended to ride instead on the trolley car from Old Point Comfort along **H a m p t o n R o a d s** to Newport News and take the train there. Even the next part of the journey, to Richmond, should rather be made in boat over the **J a m e s R i v e r** if the tourist has the time to spare, to devote an entire day over the much winding water route, while the railroad trip takes about two hours only.

O l d P o i n t C o m f o r t on the **V i r g i n i a P e n i n s u l a** is practically but another name for **F o r t M o n r o e**, which with **H a m p t o n** and **'P o r t s m o u t h** and Norfolk (see above) is one of the most interesting historical sections of the country. **Fortress Monroe** was laid out as a fortress in 1817 only, but the place served exactly the same purposes since 200 years, when the first settlers came here. The fortress has to protect the mouth of the James River and the Norfolk Navy yard and serves as well as headquarters against all operations of an enemy, whose navy should try to enter the Chesapeake Bay. (Hotels: **Sherwood Inn**, A. pl., \$2.50 up; **Chamberlain**, A. pl., \$5 up). Much frequented by Easterners and Northerners in Winter and by Southerners in Summer. Visitors enjoy watching the drills in

the fortress and attend the daily concerts there. Fort Wool on the low island Rip-Rap. Ferry and trolley to Ocean View (see above) and Norfolk (see above).

Steamboats to Norfolk, Baltimore, Richmond, Washington and New York.

The above recommended trolley passes the Coast Artillery School, the handsome stone chapel "St. Mary Star of the Sea," then she crosses the Mill Creek, with the railroad tracks close by to the wharves of Phoebus, with immense quantities of fishes during the season, ready packed in ice, to be shipped north. Crossing the trestle over Hampton Creek we see enormous piles of oyster shells, canning of oysters being one of the great industries here around.



WARSHIPS IN HAMPTON.

FREIGHT PIERS.

In Phoebus a sideline of the trolley leads to Buckroe Beach (Buckroe Hotel), mostly visited by Richmond people, this beach being the nearest to their city. The trolley from Hampton carries the tourist along historic Hampton Road; U. S. battleships are always here, where the Merrimac and the Monitor once for all settled the question of naval supremacy. The trolley line ends in Newport News on the mouth of the James river. (Hotels: Pocahontas, A. pl., \$2 up; Warwick, A. pl., \$3 up). Thirty years ago a boom made recreated a little assemblage of fisher huts to a city. The city is still there, but the boom has gone. The real shipping markets hereabouts are Norfolk and Portsmouth, which lies on the inlet of the Elizabeth River, connected by ferry with the former. (Hotel Monroe, E. pl., \$1 up). It has a fine harbor in which a great Navy Yard and enormous dry dock.

The C. & O. train continues from Newport News along the wide and beautiful James River, to the left, to the former capital of Virginia to Williams-

b u r g (37 m.) (Colonial Inn, A. pl., \$2.50 up). In 1862 the Federals vanquished the Confederates, on May 5th. The William and Mary College was founded in 1692 and George Washington was its chancellor. J a m e s t o w n, where Capt. John Smith and Christopher Newport landed in 1607 is seven miles southwest. Nothing is left from its former pride as ruins of the church in which Pocahontas has been married and some tombstones. On the yellow brownish St. James' River, which formerly was called the Pocahontas River, the oyster boats which we saw at work in the first part of our short journey, vanish entirely. At R o x b u r y (67 m.) we cross the C h i c k a h o m i n y R i v e r and along the C h i c k a h o m i n y S w a m p between Y o r k R i v e r and James River we arrive in Richmond (85 m.). (see above).

From Richmond two lines of the C. & O. lead westward. The line south to S t r a t h m o r e (68 m.) where a branch north ends at L i n d s a y on the other line to Clifton Forge. This line continues to L y n c h b u r g (147 m.) (see route No. 1), then to 'N a t u r a l' B r i d g e (179 m.) (see above) and passing then through E a g l e M o u n t a i n to Clifton Forge, where both lines join again.

Our line, over which all the fast trains of this railroad run continues from Richmond to D o s w e l l (112 m.) (see route No. 2). G o r d o n s v i l l e (161 m.) with a connecting line, 94 miles, to Washington. K e s w i c k (175 m.) with numerous old colonial homes, which have survived the ravages of time, notably among them *Monticello, the home of Jefferson, Ashlawn the home of Monroe, *Montpelier, the home of Madison. C h a r l o t t e s v i l l e (182 m.) (Hotels: Gleason, A. pl., \$2.50 up; Clermont, A. pl., \$2 up) at the foot of the Blue Ridge Mountains with the University of Virginia. Nearby on a narrow strip of land between the railway track and R i v a n n a R i v e r the ruins of a mill built by Jefferson. A f t o n (204 m.) at the summit of the Blue Ridge Mountains with picturesque scenery and good roads (Afton House). S t a u n t o n (221 m.); 15 miles away in the S h e n a n d o a h Mountains, reached by a drive over a good road. S t r i b l i n g S p r i n g s (Hotel, A. pl., \$2 up) with auto road to Hot Springs (see below). Excellent views. G o s h e n (253 m.), in charming surroundings (Alleghany Inn, A.

pl., \$2.50 up; Rockbridge Inn, A. pl., \$2 up). One mile out Cold Sulphur Springs with medicinal qualities.

Picturesque drive of nine miles to Rockbridge Alum Springs through the Goshen Pass (Bath Hotel, A. pl., \$2 up) and Rockbridge Baths on the banks of the North River, 1,600 feet above sea level.

On the main line Millboro (260 m.) with the Millboro Springs (Hotels: Springs, Millboro). Seven miles from the station Nimrod Hall on the Wallahateela River. Clifton Forge (278 m.) with good fishing in the neighborhood streams (Gladys' Inn, A. pl., \$2.50 up). Covington (290 m.) on the Jackson River.

A branch northeast to Hot Springs (Hotels: Homestead, A. pl., \$5 up; Bath, A. pl., \$3 up; Medway, A. pl., \$2 up). El. 2,500 feet. Excellent bathing facilities. The springs are known for their curative qualities. Casino gayeties and scenery and climate great attractions. Five miles north Warm Sulphur Springs; two and a half miles south Healing Springs (Hotel) said to have curative qualities like Ems and Schlangenbad in Germany.

The last station in Virginia of this line is Alleghany (307 m.) with the Sweet Chalybeate Springs in the heart of the Alleghanies nine miles distant, in a lovely valley.





SQUARE IN ASHVILLE. (Cprght. H. W. Pelton).

ROUTE NO. 5

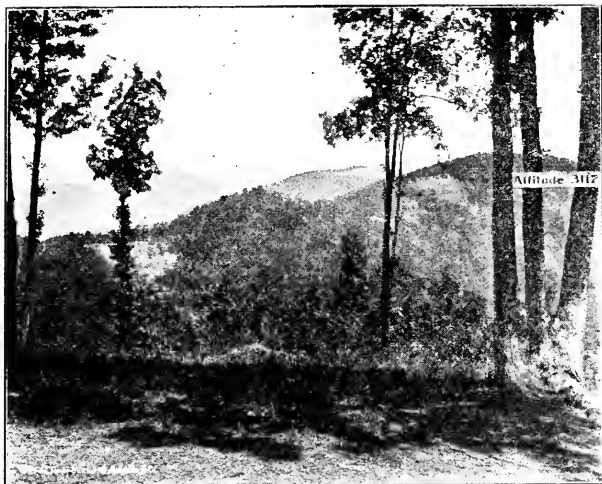
From Asheville to Charleston (292 m.)

This line crosses all main lines which connect Asheville with all the northeastern and southern great cities. See also Salisbury, route No. 1.



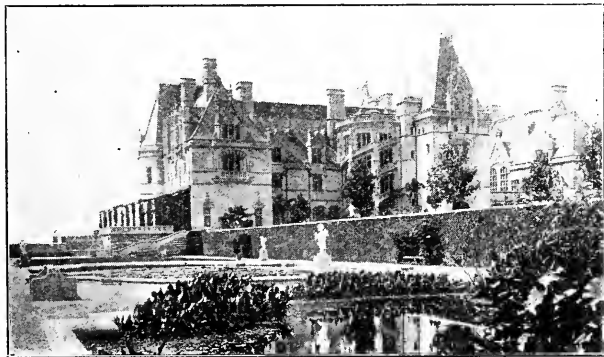
CITY HALL. ASHVILLE. CRAGGY MTS.

Asheville, brilliantly situated on the crest of the Blue Ridge Mts. in an altitude of 2,250 ft., near the joining point of the Swannanoa and French Broad Rivers. (Hotels: Grove Park Inn, A. pl., \$6 up; Battery Park, A. pl., \$4 up; Manor, A. pl., \$3.50 up; Langren, E. p., \$2 up; Marg-Terrace, A. pl., \$3 up; Swannanoah-Berkeley, A. pl., \$2 up, E. pl., 75c. up; Cherokee, A. pl., \$2 up). Summer and Winter re-



ASHVILLE SEEN FROM SUNSET MT. Coprht. H. W. Pelton).

sort. High seasons, Feb.-March and July-Sept. Climate dry and clear. Asheville has in Fall the same temperature as Genoa, in Italy, and in Spring and Winter the temperature is often considerably higher. Clubs are elaborate, the Country Club, below the Grove Park Inn with wonderful 18 hole golf links, the Asheville, Elks', and Eagle's clubs. *Riverside Park. Excellent auto road to *S u n s e t M o u n t a i n (el. 3,117 ft.) with fine views to valleys and summits; to the west the peaks of the P i s g a h (el. 5,749 ft.) R i c h l a n d B a l s a m (el. 6,540 ft.) C o l d M o u n t a i n (el. 6,000 ft.) B a l d (el. 5,400 ft.). Fine autoing from Asheville to Charlotte via C h i m n e y R o c k and through H i c k o r y N u t G a p.



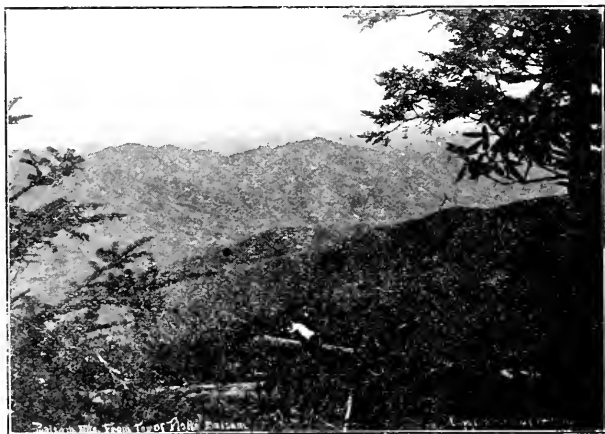
BILTMORE ESTATE.

Also excellent autoing from Tennessee through Asheville to M o r e h e a d on the Atlantic (see route No. 2). Exclusive auto road to Mt. P i s g a h through fertile H o m i n y V a l l e y. The *Biltmore estate can be seen on certain week-days. Tourists, even when coming to Asheville for a short day, never fail to see the *Grove Park Inn, which as a building and with the view from the broad terrace is worth visiting. Visitors are shown around. Asheville is the center of the hardwood district of the A p p a l a c h i a n M o u n t a i n s and the small railway to Mt. M i t c h e l l from B l a c k M o u n t a i n, a station of the So. Pacific, which served only for carrying wood, has now one or two cars attached to carry passengers, but it is a tedious trip and cost about five dollars. Lunch must be taken from Asheville for the day's outing.

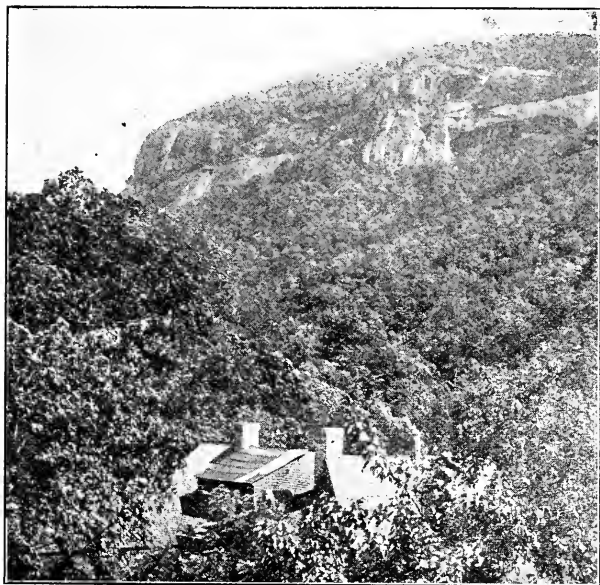
Another excursion to H o t S p r i n g s (38 m.) is interesting on account of the railroad trip along the French Broad river and also to see the Sanitarium, an experiment to unite hotel service and college training with medical and hygienic treatments.

Walks and short drives from Asheville to the park of B e a u m o n t, half a mile, to R i c h m o n d H i l l, 2 1-2 m., G o u c h e ' s P e a k, (3 m.) E l k M t. (5 m.) etc. *Swainanoah drive. Trolley to S u l p h u r S p r i n g s (4 1-2 m.) 14 miles southeast by rail to the gorge of the H i c k o r y G a p, where the Broad French River storms through the Blue Mts.; nine miles away the *Chimney Rock. On horseback to C r a g g y M t. (el. about 9,600 ft.).

Highly interesting trip from Asheville to M u r p h y (123 m.). The train in westerly direction to W a y n e s v i l l e (28 m.) (White Sulphur Springs Hotel, A. pl., \$2.50 up; Eagle's Nest, A. pl., \$3 up; Suyeta, A. pl., \$2.50 up), beautifully situated; attractive scenery. Rough trail to W e s n e r B a l d M t. with fine view all around but especially to the W a u t-



BALSAM MTS (Copyright H. W. Pelton).



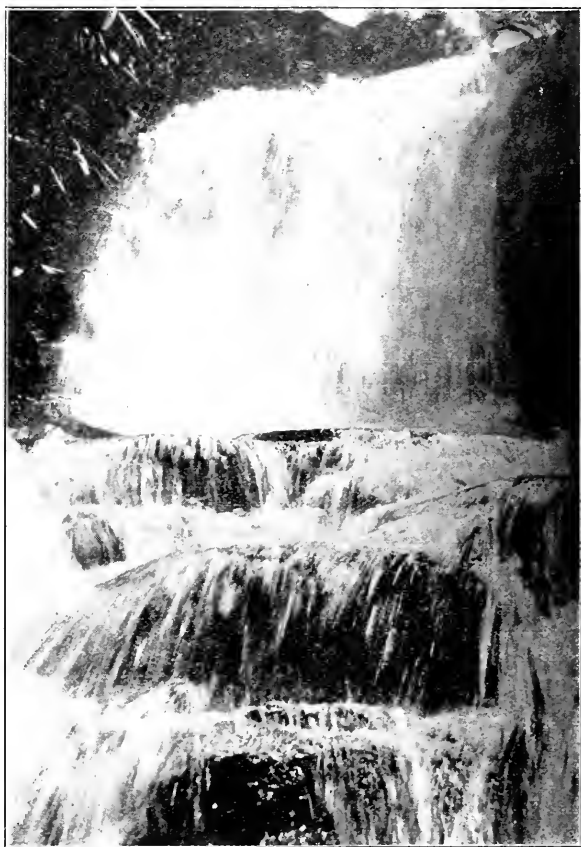
BALDY ROCK.

s e k a V a l l e y. Horseback ride ten miles to C a n e y F o r k B a l d (5,926 ft. high) and three miles further, the highest summit of the R i c h l a n d B a l s a m s, the G r e a t D i v i d e (6,450 ft.) the highest peak between the S m o k y Mts. on the west and the B l a c k Mts. on the East. One of the finest *views. Excellent driveway via W e s t P i g e o n F o r k and T u c k a s e g e e R i v e r s to Lake Texaway (see below). B a l s a m (36 m.) (Balsam Hotel, A. pl., \$2.50 up), the highest point of any Eastern railroad. Grand scenery. Mountain climbing. Fine view of P i n e r o c k, P l o t t ' s B a l s a m (6,090 ft.) J o n e s K n o b (6,224 ft.) to the west W a t e r R o c k K n o b (6,400 ft); southeast, W e s s n e r B a l d (see above) S t e e s t a c h e e B a l d (5,865 ft.) D e e p G a p (5,747 ft.) and others. The train passes the most picturesque ranges of the Appalachians to B r y s o n (65 m.), bisected by the Tuckasegee River. Hunting; fishing. Trails to the Smoky Mts. Sixteen miles away C l i n g m a n s D o m e, 6,660 ft. high. Along the N a n t h a l a R i v e r to Murphy (123 m.) and from here with another line southeast to Atlanta.

Leaving Asheville we cross the river to B i l t m o r e (see above) (2 m.); one line straight east to Salisbury and Washington (see route No. 1). Our train passes in southerly direction through a variety of idyllic sceneries to S k y l a n d (11 m.) and to H e n d e r s o n v i l l e (21 m.) (Hotels: St. John,

A. pl., \$2.50 up; Kentucky Home, Monclair; Park Hill, A. pl., \$2.50 up; B. & L. 75c, D. \$1) on a plateau surrounded by mountains. Summer resort. Good climate. No fogs. Near the town, delightful scenery along the Green River. *Laurel Park with the Rainbow Lake connected by a winding canal with the Rhodendron Lake. *Views from Mount Hebron and Indian Cave and Mt. Pinnacle.

Five miles out Kanuga Lake with many pretty cottages. Daily connection by hack with Salola. One mile out the Osceola Lake. Fine auto road, 11-2 m., to Highland Lake with golf links.



CONESTEE FALLS.

Branch line from Henderson to B r e v a r d (22 m.) (Hotels: Franklin, A. P.; Aethelwold, A. pl., \$2.50 up), much visited by tourists for health and for mountain climbing. Trails to L o o k i n g G l a s s M o u n t a i n, 4000 feet, to L o o k i n g G l a s s F a l l s. About five miles to D u n n ' s R o c k. Splendid *view of the B a l s a m Mountains 17 miles to celebrated *C a e s a r ' s H e a d, in S. C., 4000 feet altitude (C. H. Hotel, A. pl., \$2.50 up), etc. We cross the creek to S e l i c a (26 m.), pass some



CAESAR'S HEAD.



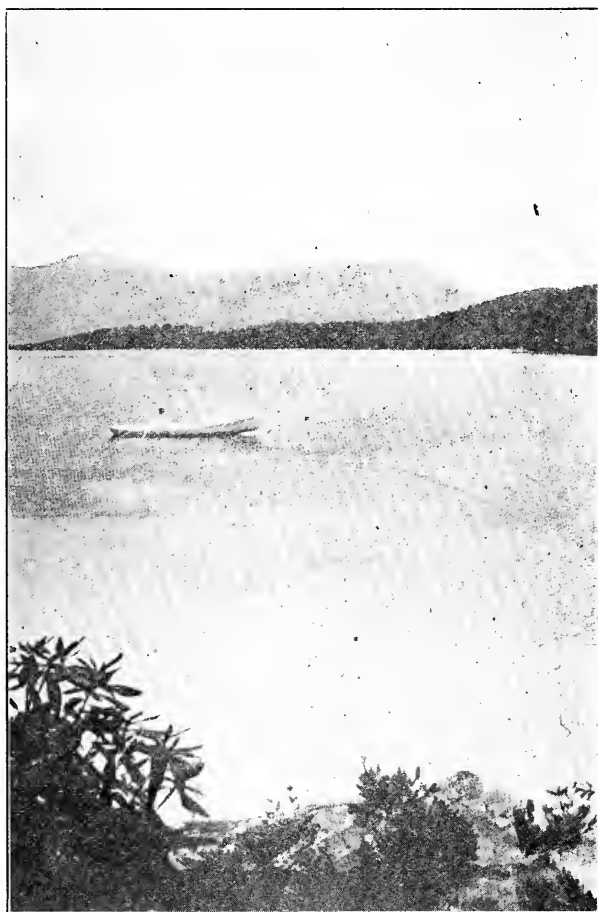
CHIMNEY ROCK.

gorges, waterfalls and along the French Broad River (see above) which is here small and shallow, we come to Lake Toxaway (42 m.), the end of this branch line.

Lake Toxaway in the "Sapphire Country", a lake 3,000 feet above sea level, in the same height as the neighboring Fairfield and Sapphire Lakes, a land of loveliness surrounded by awe inspiring rugged peaks. (Hotels: Toxaway Inn, A. pl., \$4 up, B. L., \$1.25, D. \$1.50; Wilbanks, A. pl., \$1.50 up). The Toxaway River flows through the lake. Fine auto road around its shore. Many cascades formed by the torrential mountain, brooks tumble down in the lake, the rugged

walls of the Mt. Toxaway, Cold Mt., Panther trail. From the *summit of the first named peak fine view over the Piedmont Plateau, and the Smoky Mts. in the west and the Toxaway Falls, 400 feet from the lake to the tortuous bed of the stream below.

On our line next is Highland Lake (24 m.) (see above), then Flat Rock (25 m.) with handsome homes. This section of the Appalachian Plateau has visitors who stay long. in Fall and Winter and tourists like to pass through the restful scenery in Spring and Summer. Hidden away



LAKE TOXAWAY.



LAUREL PARK. HENDERSONVILLE. THE NARROWS.

among lofty pines and picturesque church "St. Johns in the Wilderness," built about 80 years ago, where even now are services held for the descendants of the first settlers. (Hotels: Highland Lake, A. pl., \$3 up; Heidelberg, A. pl., \$2.50 up). We now enter the picturesque *S a l u d a G a p and see to our left a narrow rose covered gorge and then we are in S a l u d a (33 m.) at the very summit of the



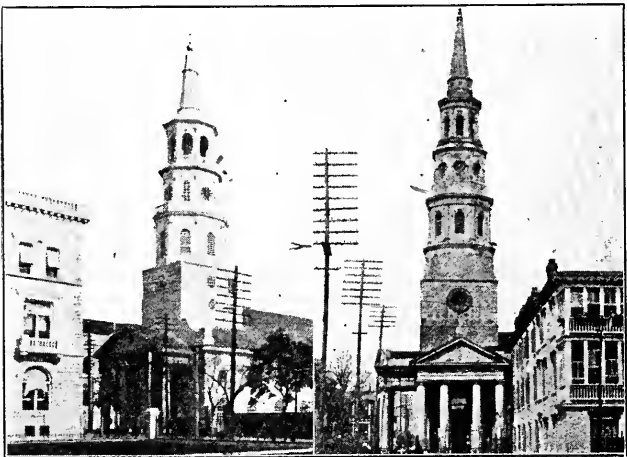
ON MT. TOXAWAY.

tracks. (Hotels: Melrose, Holly Hill, Charles, about \$2 a day, A. p.) Southerners regard this place as an ideal summer place. T r y o n (42 m.) is a winter resort with chances for recognition. In summer extremely hot S a l u d a M o u n t a i n s with forest covered hills towering to heights varying to 400 feet above the but in winter, being protected on all sides by mountains, a delightful place (Hotels: Mimosa, A. pl., \$2.50 up; L., B., D. 75c; closed in summer; Oak Hall, A. pl.,



PASTIME IN WESTERN NORTH CAROLINA.

\$3 up; B. 75c, D. \$1). We now leave North Carolina and enter South Carolina, where the scenery is by far less impressive like it was in the former state. We pass level grounds but not monotonous at that to S p a r t a n b u r g (69 m.) (see route No. 1). W h i t e s t o n e (77 m.). Auto road to the popular resort G l e n n S p r i n g (G. S. Hotel, A. pl., \$2.50 up). Continuing through level fertile ground we finally arrive in C o l u m b i a (163 m.) (see route No. 2).



ST. PHILLIPS. OLD CHURCHES. ST. MICHAELS.

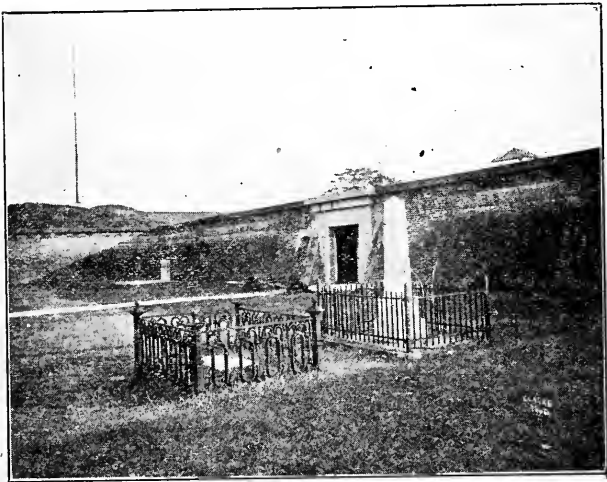
About the same scenery as heretofore continue to the end of this line, where we reach **C h a r l e s t o n**. (292 m.)

Charleston (Hotels: Charleston, E. pl., \$1.50 up; St. John, A. pl., \$3 up; New Argyle, E. pl., \$1 up) is the most important city of South Carolina, on a narrow peninsula formed through the joining of the **A s h l e y** and **C o o p e r R i v e r s** and about six miles from the Atlantic. The first settlers in 1669 selected originally the western shore of the Ashley River for their settling place, but about ten years later they changed their mind and with Col. Sayle they came over the river, where the city now stands. In the Revolution Charleston took a prominent part. In 1776 **S u l l i v a n ' s I s l a n d** was successfully defended but the English subdued the defenders in 1780. The Civil war practically started here with the bombarding of **F o r t S u m t e r** on April 12th and 13th, in 1861. In 1863 the city was bombarded and in February 1865 it was occupied by Federal troops.



ON THE ROAD TO MCCLELLANVILLE

The city has one of the safest and most commodious harbors in the United States, and while it shipped before the Civil War the most cotton, it is now foremost in shipping fertilizers. See one of the *fertilizer plants and a *cotton press. Meeting street is the main street with many retail stores, with the Court House, Post Office, the City Hall contains some noteworthy pictures. The Medical College of S. C., on Franklin street, was chartered 1832. *St. Michaels Church, erected in 1752, the spire contains fine bells and a good view can be had from it. St. Philipps Church, built in 1738. The steeple contains a beacon.



FORT MOULTRIE

one of the best known harbor lights. Both these churches have cemeteries attached to them, where many noted persons of the South are buried. *Huguenot Church, founded by French Huguenots who emmigrated to this settlement in 1780; the only church in America which still adheres to the exact forms of Huguenot worship. St. Andrews' Church rebuilt in 1764 in the form of a cross is one of the few old churches to escape destruction. The *old post office on East Bay Street is one of the oldest post offices in the United States. It was erected in 1767 as exchange or custom house, but it also served as prison and George Washington was once entertained here in 1791. The

new *Custom House is a fine marble structure. On the end of Meeting street *Battery, a park square with splendid view over the harbor and to the forts.

Opposite the Battery an island with Castle Pinckney and Fort Ripley. Fort Sumter on a small island in the harbor. The first act of the great tragedy of the Civil War was the firing of a gun



STATUE OF WILLIAM PITT] . . . CHARLESTON

from Morris Island at a boat on January 9th, 1861, which brought food for the Federal garrison in the Fort Sumter. The Federals under Major Andrew held out, but continuous attacks from Fort Moultrie (see below) forced the hauling down of the Star-Spangled Banner in April.

Worth seeing the *Magnolia groves in Ashley, 15 m., *the Oaks, a promenade under splendid old oak trees.

*Isle of Palms is one of the showplaces and one of the best beaches of the South, 12 miles by ferry and trolley from Charleston. Mount Pleasant is where the ferry lands and where we take the trolley, which soon crosses Cove Inlet to Sullivan Island with the Government reservation which includes Fort Moultrie and the Fts. Jasper, Thompson and Gadsden. We see the disappearing guns of the coast defense, mortar batteries and ramparts. Near the car-track, grave and monument of the Indian chief Osceola. Crossing Beach Inlet we are at the Isle of Palms, with palmetto covered hills and ravines. (Hotel, A. pl., \$3 up). All kinds of amusements; dance; no liquor. The recreation ground of Charleston. Round trip 40c.



ROUTE NO. 6

From Chattanooga to Brunswick (428 m.)

After 27 miles ride we arrive at *C h a t t a* in Georgia. Then we pass through a beautiful mountainous country, cross the *O s t e n a u l a* River and with this river to our right we are in *R o m e* (80 m) from where two lines run southwest, one to New Orleans and the other to Mobile. Our train continues in southeasterly direction, along many historic battlefields to *A t l a n t a* 153 m.)

Atlanta, the capitol of Georgia and a most important railroad centre, a flourishing city with all characteristics of a metropolis. (Hotels: Georgian Terrace, E. pl., \$1.50 up; Winecoff, E. pl., \$1.50 up; Piedmont, E. pl., \$1.50 up; Kimball, E. pl., \$1 up; Ainsley, E. pl., \$1 up; Imperial, A. pl., \$3.50 up; Southern, \$1 up). Gen. Sherman's "March through Georgia" started from Atlanta, which he captured September 2nd, 1864. Since that time the city had been rebuilt and beautified until it became one of the most alluring cities in the South. The most impressing of all the public buildings is the *Capitol, with a good sized library. Court House, City Hall. Two universities (one for colored). McPherson Barracks. Fine driveways around the city and through the magnificent residential parts and to the several elegant clubs.

From Atlanta trains to Birmingham, Mobile and New Orleans. Short branch line to Ft. Valley, the southeast border of the *P i e d m o n t* *V a l l e y*.

Our train continues to *M c D o n n o u g h* (181 m.). Branch to *W a r m S p r i n g s* (56 m.) (Hotel, A. p., \$2.50 up) a very popular resort with special bathing comforts. This branch ends at *C o l u m b u s* (98 m.) on the line where Georgia's great streams have their last falls which falls extend to *M a c o n* and *A u g u s t a*. The main line continues to *F l o v i l l a* (204 m.) with three miles car line to *I n d i a n S p r i n g s*, an entirely modern resort (Hotels: Wigwam, A. p., \$2.50 up; Foy, Elder, Calumet, A. p., \$2 up). *M a c o n* (241 m.) on the *O c u m u l g e e* River. (Hotels: Dempsey, E. pl., \$1.50 up; Lanier, A. pl., \$2.50 up; Dinkler, Macon, Plaza, E. pl., \$1 up) with the oldest female college, the Wesleyan.

From Macon a line southeast with good night trains, but very slow day trains, which at F a r g o (198 m.) crosses the S u w a n n e e R i v e r for J a c k s o n v i l l e (262 m.) (see route No. 3) and at V a l d o s t a (151 m.) branches off to P a l a t k a (286 m.) (see route No. 3).

Our train continues to E a s t m a n (298 m.) (Hotel de Lietch, A. pl., \$2 up) much favored as winter resort. Through the so-called Atlantic Lowland, which is not much interesting, to J e s s u p (388 m.) (see route No. 3) then B r u n s w i c k (428 m.) (see route No. 2).



ROUTE NO. 7

From Chattanooga to Savannah (449 m.)

Chattanooga does not belong in this guide and we shall deal with that beautiful city in Forgo Guide for Tennessee. We mention it as the beginning of this route; 4 miles ride, and we are in Georgia at Rossville. We then pass through an interesting mountain region the Missionary Ridge to our right to Chickamauga (13 m.). We stay in our straight southern run in the mountains cross the Chattanooga River to Summerville (45 m.) we recross the same river, then over the Oostanaula River to Rome (77 m.). We then leave the mountains after crossing the Etowah River, the first the Big then the Little Tallapoosa River to Carrolton (137 m.) and the Chattahoochee River to Newnan (161 m.), the train to New Orleans crosses our tracks, and to Raymond (168 m.). From here a branch south to Columbus (see route No. 6) on the Appalachian River, which here begins to widen until it attains the width described in route No. 8. From Columbus another branch line to Macon (route No. 6) and Savannah. Griffin (198 m.) junction point of another main line from northwest, from Atlanta (see route No. 1). Macon (258 m.) (see above) with branch line to Athens and south to Albany; Over the Ocmulgee, Oconee Rivers to Millen (370 m.). From here a branch line north to Augusta.

Augusta (Hotels: Hampton Terrace, A. pl., \$5 up; Albion, E. pl., \$1.50 up; Genesta, Melbourne, E. pl., \$1 up) on the right shore of the Savannah River, which is crossed by a bridge connecting Augusta with Hamburg in S. C. Augusta is important for its commerce in cotton and cotton goods. A channel 7 miles long leads the water from the river in the city. *Memorial to the Confederates, in Broad Street. Excursion to Summerville (3 m.) with U. S. arsenal. Railroads from here to Columbia (see route No. 2) and to Wilmington (see routes No. 2 and 3). The Savannah River is navigable and boats are running to Savannah.

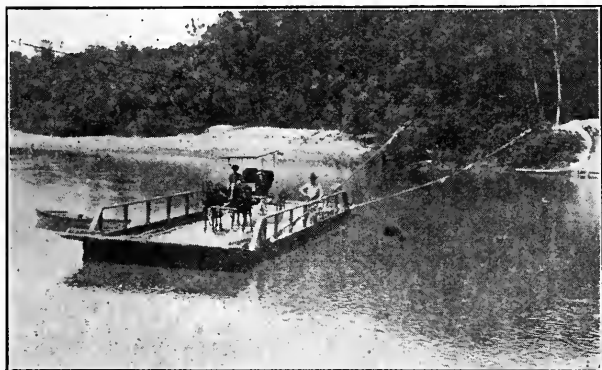
From Millen branch line south to Stillmore. Our train continues southeast to Savannah (see route No. 2).

ROUTE NO. 8

From Jacksonville to Flomaton, Ala. (412 m.)

From Jacksonville west to Baldwin (see route No. 2). At M c C l e n n y (27 m.) we cross the S t. M a r y' s R i v e r. O l u s t e e (46 m.); in 1864, Feb. 20th, the Union army suffered defeat by the Confederates. L a k e C i t y (59 m.) (Hotels: Blanche, A. p., \$2.50 up; Central, A. p., \$2 up); many lakes surround the town which is nearly hidden by trees. Joining point for railroads to Palatka (see route No. 2) to Gainesville (route No. 2) and Macon (see route No. 6). L i v e O a k (81 m.) for connection see route No. 3. At E l l a v i l l e (94 m.) we cross the S u w a n n e e R i v e r. D r i f t o n (138 m.) connection with M o n t i c e l l o. The landscape loses its monotony we pass some hills to T a l l a h a s s e (165 m.).

Tallahassee (Hotels: Leon, A. pl., \$2.50 up; McIntosh, A. pl., \$1.50 up) the capitol of Florida on a tree covered hill splendidly situated with many wonderfully kept gardens, especially beautiful in the time roses are blooming. Prince Charles Murat, the son of the murdered king of Naples, was buried here in 1847. He lived here after he married a Virginia girl. Tallahassee came in existence after Jackson's Seminole campaigns, even its name is taken from an Indian chieftain. Excursions to L a k e



ACROSS THE ESCAMBIA RIVER.

Jackson (6 m.), Lake Iamonia (12 m.), Lake Miccosuckie (18 m.) and 15 miles south to *Wakulla Springs.

We pass the Ocklocknee River and magnolia groves to Quincy (189 m.) with extensive tobacco farming. River Junction (207 m.) where another railroad company takes charge of the train; through travellers don't change trains. The station is on a wood-scaffold over the Appalachicola River. The train continues over a trestle and then over the Chipola River and after passing other insignificant stations to De Funiak Springs (274 m.) on the crest of Blue Ridge Mts. with well spoken of medical qualities. (Hotels: Chautauqua, A. p., \$3 up; Brown House, A. p., \$2 up). We cross over the Shoal River to Crestview (303 m.) and to Milton (334 m.) on the Blackwater Bay...Then with fine view to the left at the Gulf we cross over a trestle bridge of 3 miles length over the Escambia Bay to Pensacola (353 m.) on the west shore of the Pensacola Bay.



Pensacola (Hotels: San Carlos, E. pl., \$1.50 up; Merchants, E. pl., \$1 up), founded by the Spaniards in 1696, but it is claimed that some Spaniards coming with a fleet in search of gold in 1528 were the first settlers. Tourists are plentiful in Winter. Golf links; fishing; hunting; boating. Worth seeing

the Navy Yard, Fort Barrancas, Fort Pickens, *the ruins of San Carlos and McRae. Deep sea fishing in Perdido Bay, reached by rail and mail coach. Excursion by boat to Camp Walton on the Santa Rosa Sound.



BRIDGE (900 FT.) ACROSS LAKE CHUMUCKLA.

The train continues north along the Escambia River. We pass *Chumuckla Lake, the Chumuckla Springs Hotel, and at Century we leave Florida, the next station Flomaton (412 m.) being already in Alabama.



ROUTE NO. 9

From Jacksonville to St. Petersburg (275 m.)

The main places on this line have been dealt with in side lines of route No. 3, this route shows the connection of most the side lines mentioned in No. 3. From Jacksonville to Baldwin (see route No. 3 and 8) then to Lake Butler (52 m.) and Worthington Springs (61 m.), there we cross the Santa Fe River to Burnett's Lake (71 m.). From here to Gainesville and Ocala see route No. 3. From Ocala to Candler (139 m.) where we cross the Lake Weir to Weirsdale, on the other side of the lake (Lake Side Hotel, A. p., \$2



RUINS OF AN OLD SUGAR MILL

up); also spoken of in a side line of route No. 3. From here to Trilby (199 m.) (see route No. 3) and to Tarpon Springs (243 m.) on the Anclote River (Tarpon Inn, A. p., \$3 up) with magnificent river scenery, 1½ miles from the gulf. Favored Win-

ter resort. Golfing, fishing. We cross the Anclote River. *C l e a r w a t e r* (256 m.) (Hotels: Verona, Moore, Phoenix, Hillsboro, A. p., \$2 up) on the summit of the highest bluffs on the *P i n e l l a s P e n i n s u l a* overlooking one of the finest bays of the Gulf. Winter resort, with boating, bathing and fishing. Fine roads. Nearby *B e l l e a i r H e i g h t s* with charming walks and drives (Hotel Bellevue, A. p., \$6 up). *S t. P e t e r s b u r g* (27 m.).

St. Petersburg on the Tampa Bay and on the southern end of the Pinellas Peninsula (see above). (Hotels: Detroit, Hollenbeck, Huntington, Manhattan, Floronton, A. pl., \$3 up; Carley, A. pl., \$2.50 up; Central, Dusenberry, Plaza, A. pl., \$2 up). On account of the equable climate and the splendid waterfront the number of Winter visitors is on the increase. Fishing; bathing.

From *St. Petersburg* by steamer to Tampa (see route No. 3) and south to the *M a n a t e e R i v e r*. First to *P a s s - a - G r i l l e* on a shell "Key", where tarpon fishing is a successful sport with inviting beach. (Hotels: Holloway, Lizotte, A. pl., \$2.50 up). *P a l m e t t o* on the Manatee River. (Hotel: The Oaks, A. pl., \$2.25). The river is here like a bay, 1 to 1 1-2 miles in width, the Gulf is seven miles distant. Orange and grape fruit groves. The other stations on this steamer route are *B r a i d e n t o w n*, *E l l e n t o n*; the entire territory has been built up since General Harney drove the Seminoles from this spot and it safe to predict that Winter resorts will spring up here like mushrooms, climate and water fronts favoring such development.



ROUTE NO. 10

From Jacksonville to Key West (522 m.)

Over a bridge, about 1300 feet long, the train from Jacksonville (see routes No. 2 and 3) crosses the St. John River and passing through orange groves and pine forests we cross at Bayard (15 m.) the Arlington River and soon reach St. Augustine (37 m.)

St. Augustine (Hotels: Ponce de Leon, A. pl., \$6 up; Alcazar, A. pl., \$4 up; Valencia, \$3 up; Magnolia, St. George, Buckingham, Gramada, Marion, A. pl., \$2.50 up). This is the oldest city in the U. S. Spaniards settled here in 1565 on the Atlantic. Matanzas Bay, on a small peninsula formed by the Matanzas and St. Sebastian Rivers opposite Anastasia Island, surrounded with Palmetto brushes. Ponce de Leon landed here in 1512, where the Indian village Seloy stood. The english hero Drake robbed the town, 1568, and Capt. Davis, in 1665, did the same. In 1763 the English took possession of the town as of all of Florida, but ten years later it again became Spanish. In 1821 St. Augustine was incorporated in the U. S. and since then it has been one of the foremost and most favored winter resorts of this country. Easily



TYPE OF ST. AUGUSTINE ARCHITECTURE



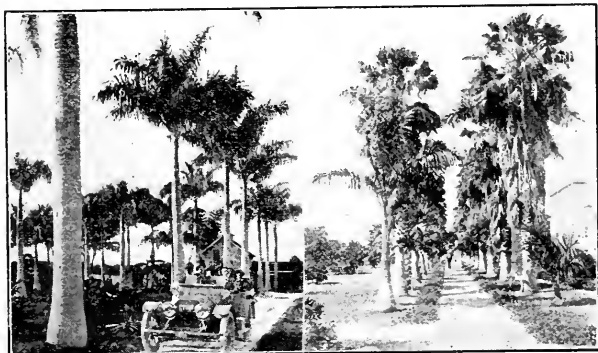
STREET IN DAYTONA

reached "Crescent Beach, historic old Ft. Marion, Moultrie, North Beach. The city is full of historic relics, some interesting streets, new buildings in perfect imitation of the Spanish-Mauresque style. Promenade *Sea Wall; St. Francis Barracks; Soldiers cemetery: *Memorial Presbyterian Church; Institute of Natural Science; *old Coquina Bridge; rowing; sailing; fishing. This city claims the "oldest house on the Continent." Tour the Continent." Tourists visit it every year by the thousands, and many hope their hair will grow, when the caretaker gives them a shampoo with water from the konk's well.

On the main line to **E a s t P a l a t k a** (62 m.) from where short connection over the St. John's River with **P a l a t k a** (see route No. 3). **O r m o n d** 104 m.) on the **H a l i f a x R i v e r**. (Hotels: Ormond, A. p., \$5 up; Bretton Inn, A. p., \$3 up). *Trip up **T o m o k o R i v e r**, 18 hole golf links along the Atlantic. Auto racing on the beach. **D a y t o n a** (110 m.) (Hotels: Ridgewood, A. pl., \$4 up; Desplan, A. pl., \$3.50 up; Neptune, Prince George, A. pl., \$3 up; Williams, A. pl., \$3.50 up; Seaside Inn, A. pl., \$2.50 up). connected by substantial bridges with the beach where some of the above named hotels are located. **N e w S m y r n a** (125 m.) with ruins of sugar mills which were built with bricks which came from Holland. A western branch to **L a k e H e l e n** and **O r a n g e C i t y** (on route No. 3). **T i t u s v i l l e** (154 m.); opposite the **C a n a v e r a l C l u b** of rich Bostonians. From **T. a** branch north to **E n t e r p r i s e** (see route No. 3). **R o c k l e d g e** (175 m.) on the **I n d i a n R i v e r**, a winter resort, but better known as the home of the Indian River oranges. (Hotels: Indian River, Plaza, A. pl., \$3 up; Rickledge, A. pl., \$2.50 up; Oak Cottage, A. pl., \$2 up). Well recommended for rest cures. Along the beach and then through a pineapple section to **V e r o** (228 m.) in existence since a couple of years but the country was long known for the excellent grape fruits its produces; shortly after across the **L o x a h a t c h e e R i v e r** to **L a k e W o r t h** with **W e s t P a l m B e a c h** (299 m.) on its western shore. (Hotels: New Park, Salt Air, Palms, A. pl., \$3 up; Holland, Keystone, Gables, A. pl., \$2.50 up).

Palm Beach on the opposite side of the lake. (Hotels: Royal Pondina, Breakers, A. pl., \$6 up). It is situated between the Hibiscus, A. pl., \$2.50 up). It is situated between the Lake Worth and the ocean on a narrow strip of highland where the landscape gardener as well as the architect have created a marvel of luxury, connected by beautiful avenues bordered by palms and pines. Golfing, bathing.

The train continues to Fort Lauderdale (341 m.) on the New River, the end of the Everglades, a low marshy tract with portions covered with high grass, 160 miles long and 60 miles wide, now interspersed with a drainage system. Miami (366 m.)

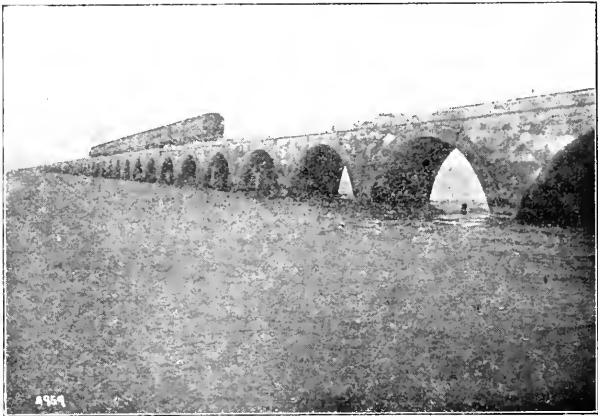


MOTERING THROUGH PALMS. PROMENADE AT MIAMI.

Miami (Hotels: Royal Palm, A. pl., \$6 up; Halcyon, A. pl. \$4 up; Gralynn, A. p., \$3 up; Plaza, Biscayne, San Carlos, Green Tree, Dallas, A. pl., \$2.50 up; Seminole, E. pl., \$1 up) on the Biscayne Bay and the Miami River. Until the railroad reached it in 1896, Miami was a little sleepy village, while now, beautiful buldings of rock and concrete house the rapidly growing population of 12,000 inhabitants. The P. & O. S. Co. connects the elegant resort with the North and with the South. Excursions to Cape Florida, Fowey Rocks Light, Florida Keys, Morris Cut and the Miami Rapids. Swimming pool; golf links.

Through a territory more useful then attracting for the tourist, where tomatoes, beans and other vegetables grow in abundance we come to Everglade (408 m.). From here over an artificial roadbed across the Jewfish Creek drawbridge, where the Key West extension of the railway leaves the mainland and we see from the car window the opalescent water, the keys, the seaweeds underneath the water and so we arrive at Long Key (457 m.) with a large grove of cocoanut palms and a sandy beach. Over the Long Key Viaduct, 2 1-2 miles long, then over a trestle and again over a drawbridge at Moser Channel, over the one mile long Bahia Honda Bridge to Big Pine Key

(492 m.). At *C h a s e* (506 m.) is the only sponge farm in the U. S. After passing *S t o c k I s l a n d* (518 m.) we arrive at *K e y W e s t* 522 m.)



FROM KEY TO KEY THROUGH THE OCEAN

Key West (Hotels: *Jefferson*, A. pl., \$3 up; *Island City*, A. pl., \$2.50; *Oversea*, E. pl., \$1.50 up; *Cripe*, \$2 up). This city is one of the most important of Florida. Important naval station commanding the entrance to the Gulf of Mexico, and defended by the *F o r t T a y l o r*, on an island against any threatened invasion. Great cigar factories. Deep sea fishing; Sponge fishing; Turtle catching. The climate is not so warm as in the more northern places of the state. Pure air. The name *Key*" for the small islands and the city itself is often taken as coming from the fact, that these islands open the way into the Gulf and into the U. S. Scientists take it as granted that "*Key*" is simply an abbreviation from "*Cayo Hueso*," which means "*Bones' Island*" and so named by the Spaniards when they found immense quantities of human bones on and around these islands. Seven miles southwest *S a n d K e y*, the most southern point of the U. S.



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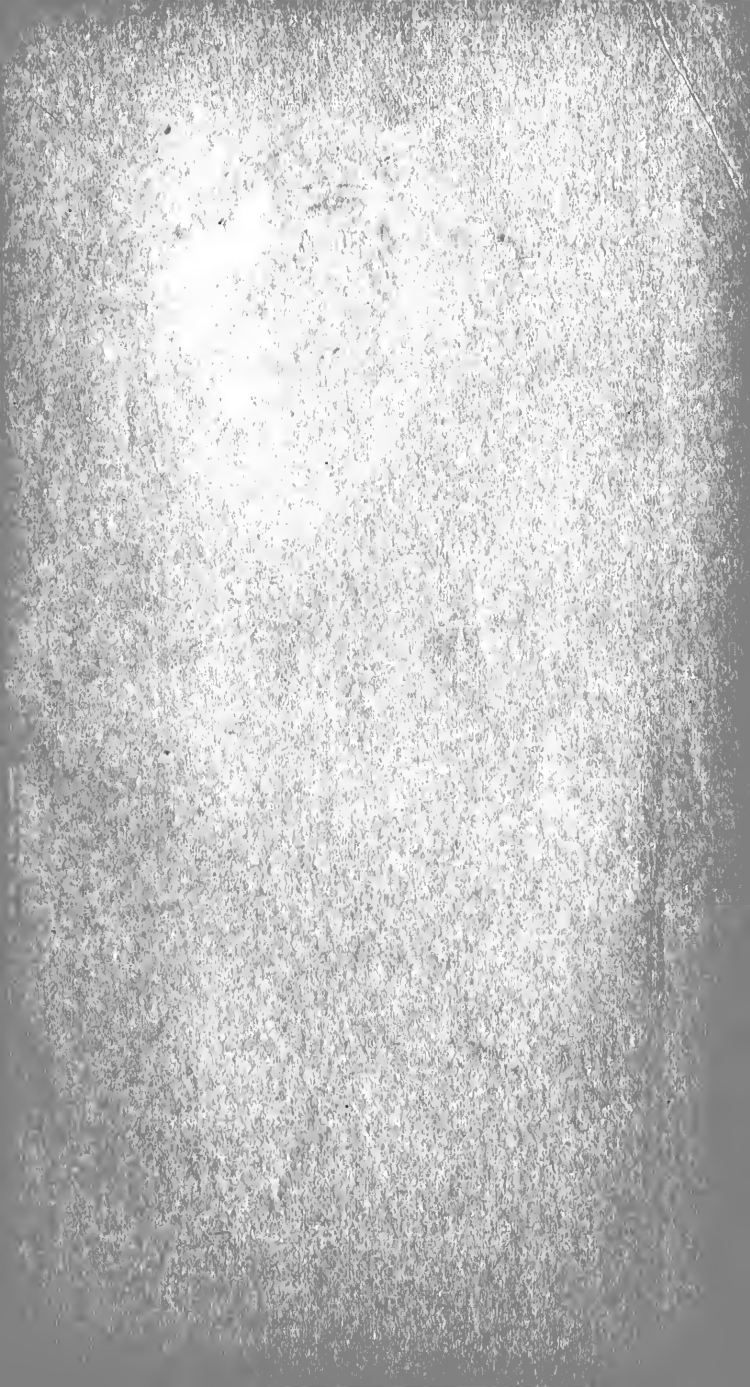
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